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sets. The shape is that full generous
or last which is protective as well
We have all sizes and all

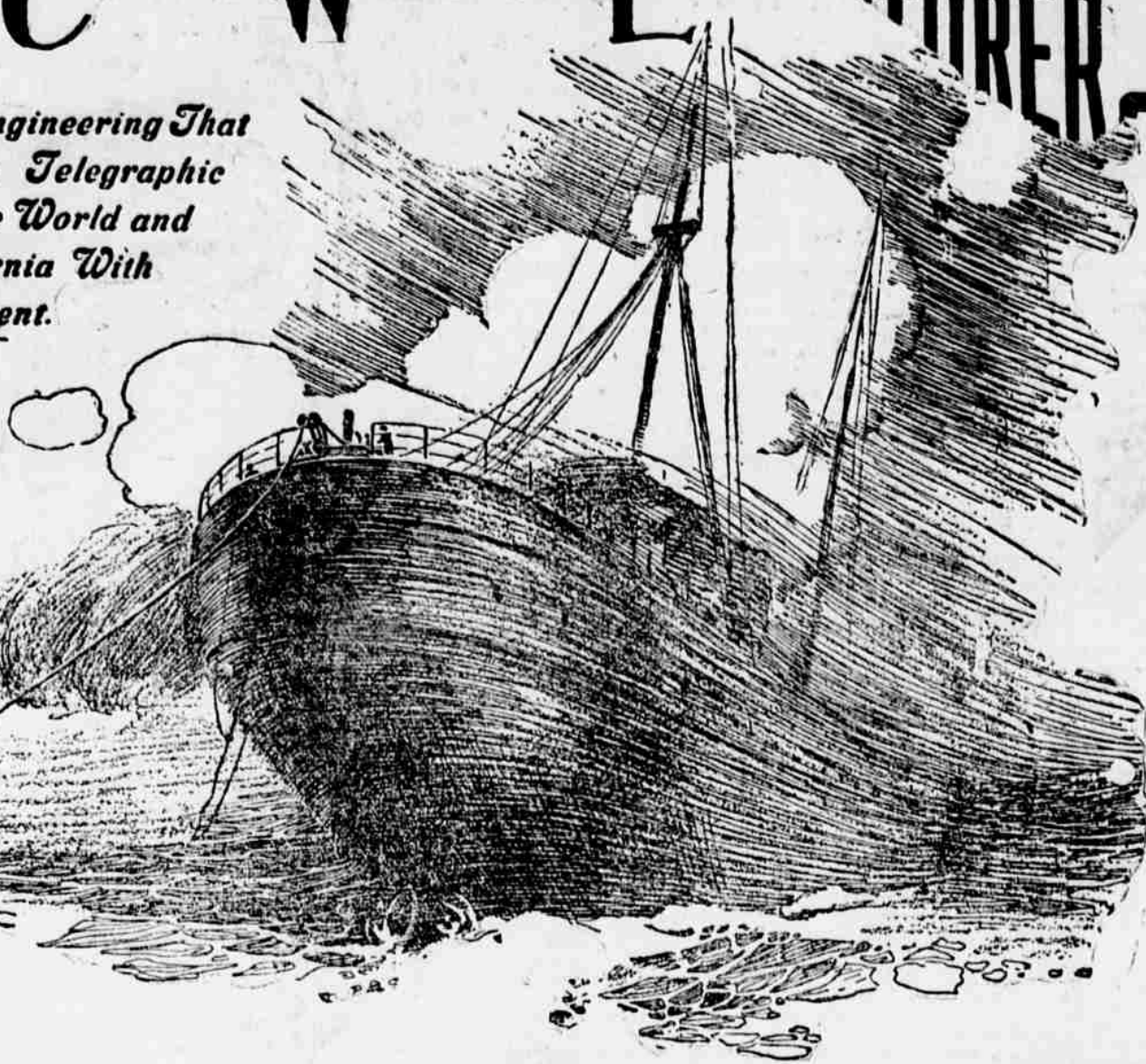
HOW THE NEW PACIFIC CABLE WILL BE LAID

*Stupendous Feat of Engineering That
Will Complete the Telegraphic
Band Around the World and
Connect California With
the Orient.*



JOHN W. MACKAY.

PHOTO BY
TABER.



The Examiner.

AT LAST the Pacific cable is to be laid—and by a Californian. The Commercial Pacific Cable Company, composed of John W. Mackay, Clarence H. Mackay, Edward C. Platt, Albert Beck, George G. Ward, Albert B. Chandler and William W. Cook, having been duly incorporated, announces that within nine months cable communication with Hawaii will be established, and in two years from now we shall be in electric touch with the Philippines.

The route will be from San Francisco to Honolulu, thence to the Midway Islands, to Guam and to the east coast of Luzon. The cable will be 6,912 miles long, completing the telegraphic system of the entire globe, and making a total of 164,586 miles, all of which, excepting 16,171 miles, is controlled by private individuals.

At the coming session of Congress a bill will be introduced to push through the construction of the cable.

The estimate of cost by Rear Admiral Bradford of the Naval Bureau of Equipment is \$10,000,000.

The special demands by the Government on this cable will be reduced rates and absolute control over the line in time of war.

The laying of a trans-oceanic cable is a stupendous task and one full of thrilling and picturesque incident.

The cable itself consists, first, of a core which comprises the conductor made of a strand of copper wires and the insulating covering generally made of gutta-percha, but occasionally of india-rubber to prevent the escape of electricity.

Then comes a layer of tanned jute yarn laid over the gutta-percha to protect it from the sheathing of steel wires over which come again jute yarn and a bituminous compound. The sheathing varies in type with the depth of the water in which it is laid. The deep-sea type has a sheathing of many small steel wires; then through several intermediate types the sheathing wires become gradually large until finally at the shore end the deep sea sheathed cable is again sheathed with strands, each made up of three steel wires set triangularly. It will be noticed, however, that the core is the same throughout.

The copper wires for the conductor are twisted up together or stranded. They are then passed through the covering machine, by which the gutta-

percha is squeezed round the conductor in a continuous envelope touching it throughout. The coil is then served with jute yarn, which are laid spirally round it, forming an elastic soft bedding for the sheathing wires. These latter, as well as the outer serving and compound, are put on in one machine. The served coil, passes through a hollow shaft of a circular skeleton frame work of iron, to large circular iron tanks, in which it is kept under water.

The rate of manufacture is unusually rapid, being for the deep-sea type more than five nautical miles (a nautical mile, 2,025 yards) per machine in twenty-four hours; and as the manufacture is carried on continuously day and night with ten cable machines in operation at once it will be seen that from fifty to fifty-five nautical miles can be turned out in every twenty-four hours.

The last cable that was made for Mr. Mackay several years ago, which stretched across the Atlantic 2,201 nautical miles in length, aggregated a total of 5,450 tons in weight, made up of the following compound parts: Copper wire, 495 tons; gutta-percha, 315 tons; jute yarn, 575 tons; steel wire, 3,000 tons and compound and tar, 1,075 tons. Over three times as much material will be required for the Pacific cable.

The cable ship itself is a vessel of strange interior arrangement, specially designed for the purpose. It is not only a huge storage department, but a big floating workshop as well.

In the hold there are three immense iron tanks, similar to the land tanks at the manufactory, thirty-four feet in diameter, for the storage of the cable, each having a conical core for guiding the cable when it is being paid out. The space within these cores is utilized to hold fresh water. The capacity of its tanks in the regular cable ship is about 1,400 tons of cable, this being the equivalent of about 100 miles of inshore cable, weighing fourteen tons to the mile or 700 miles of the deep-sea type, weighing about two tons per mile.

The cable tanks are all connected by "ways" or troughs, so that a transfer may be made from one tank to another or from any tank to either of the huge paying out machines. Handling of the cable made necessary by such transfer is usually done by means of a small engine connected to a drum, and all mounted on a truck by which it may be moved about the deck.

As the cable is brought from the tank it passes over an iron sheave, fastened to the framework of the hatchway, thence around another larger deeply grooved iron sheave, and the friction of the cable at this point acts as a tension. It then passes several times around the giant drums of the great dynamometer,

WASHINGTON STAR DENOUNCES THE ANTI-DOLE MOVEMENT

JUDGE ABRAM S. HUMPHREYS of the Hawaiian bench has left for home after securing an exoneration from the administration in the face of charges which had been brought against him by the bar association of Honolulu. It is reported that he intends, upon his arrival at the Hawaiian capital, to institute a vigorous campaign for the removal of Governor Dole from his position and for the appointment in his stead of Harold M. Sewall, the last minister to Hawaii from the United States. The report may easily be believed, for both Judge Humphreys and Mr. Sewall represent an element in Hawaii bitterly opposed to Governor Dole and his supporters. They have caused a great deal of trouble. They are carpet-baggers who have not hesitated to associate themselves with and to make use of the lowest elements in Hawaii. They so confused the political situation there that it was possible for Robert Wilcox to come to Washington as territorial delegate, to bring discredit upon the new island adjunct. The record of the Sewall-Humphreys campaign is a disgrace to American politics.

Governor Dole is despised by those men and their followers because they cannot manage him to suit their wishes. He has given Hawaii an excellent administration from the outset, when he undertook the dangerous and difficult task of governing as president of the provisional republic, to the present time, through all the menaces and changes which have visited the islands. He has held his head high above scandals, has striven against tremendous odds for progress and finally in the days of the disgraceful native-led legis-

lature he saved the territory from bankruptcy and confusion by bravely vetoing the nonsensical and dangerous measures passed by that absurd body.

President McKinley fully understood the reasons why it was essential to the welfare of Hawaii that the anti-Dole faction should not be encouraged. He appreciated Mr. Dole at his true worth and sustained him in his struggles against the adverse elements. President Roosevelt is not likely to be misled now by clamor against the governor who has steered Hawaii through the tortuous channels of revolution, intrigue and annexation. If he examines the record and consults with those who are familiar with the situation he will learn that the issue which Judge Humphreys seeks now to raise is one of personal preference involving a serious choice of policies. He will find that Governor Dole represents the safe elements in Hawaii, which snatched the islands from monarchical corruption, and if supported will save them from native corruption and incompetence now. The American-born politicians who are now seeking to secure the upper hand would soon precipitate a personal issue of another sort. They would utilize the ignorant kanakas to further their own ends and to ruin their enemies.

Hawaii is too promising a territory to be relegated now to the limbo of political squabbles. It has within it the possibilities of a rich, prosperous, happy community, when the unrest caused by the revolution and the annexation has been quieted. The best way to reach that end is to utilize the elements which have thus far saved Hawaii from disgrace and disaster and to ignore those whose tendencies are destructive and retrogressive.

Having been attached to a rope, is lowered to the bed of the ocean. A buoy is attached to the other end of the rope and is left floating on the surface of the water to mark the position of the end of the cable, until the ship can return to port with a new cargo.

Sometimes a break or a "fault" will develop in the laying and steps have to be taken to locate the defect. Scientific accomplishment, which in reality is nothing short of wonderful, has made this a comparatively simple matter. The conductor of the cable offers a certain amount of obstruction or "resistance" to the passage of the electric current. Apparatus has been devised for measuring the amount of this resistance. The unit of resistance is called an Ohm, after the great German physicist who discovered and expounded the laws of electric current. The exact resistance per nautical mile of the conductor of any given cable is known to the electrician in charge. Resistance practically ceases at the point where the conductor makes considerable contact with the water. Therefore, supposing the known resistance per mile to be two Ohms, and the measuring apparatus indicates a total resistance of 800 Ohms, the position of the break will be 400 miles from shore, or from the cable ship, as the case may be.

With this information the captain of the steamer is able to determine by his charts the course of the cable, the latitude and longitude in which the break has occurred, and can proceed with certainty to effect the repair.

Being satisfied that the ship is at the right place, a conical flat bottomed buoy is dropped from which to carry on operations. The ship leaves the buoy and steams away to a convenient distance from the supposed broken end of the cable. A heavy grappling hook is lowered and the ship steams back at right angles to the line of the cable, until the dynamometer gives notice that something has been seized. If the strain be erratic the grapnel is probably only engaging the projections of an uneven bottom, but if the strain steadily increases, the cable has been caught. This is an interesting process, especially in water over three miles deep.

The ship is then stopped and the hauling in machinery set in motion. In due course the grapnel holding the cable appears. Men are lowered to it who secure the cable by chains on each side of the bight, which is then cut in two. The ends are hauled on board and connected with the testing room. One of the ends will be surely that of the sections which is now a means of communication with the shore. The other end will be the short piece from the ship to the point of fracture.

The tests and communication with the shore indicating that the cable on that side is electrically perfect, the end is sealed, attached to a buoy and dropped overboard. The short piece to the fracture is picked up and stored away.

The steamer then proceeds to grapple for the other end, which is then turned over to the splicing gang, who lay back the outer steel wire armor so that when the core of both ends has been cut and joined, the armor wires re-laid, will overlap the joint some fifteen feet. The two ends of the conductor are scarfed and firmly soldered together. When the other layer of wires and jute

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yarn and gutta-percha are put in place the splice is complete and the cable is again dropped overboard, once more in perfect condition. The cable ship then steams away over its course, finds the cable and once more proceeds across the ocean.

On May 6th, 1899, the United States ship Nero began the survey to locate a route for a cable from the United States across the Pacific to the Philippines.

"A satisfactory route for an all-American cable for the purpose of connecting these points," says Rear Admiral Bradford in his report, "has been discovered, thoroughly explored, surveyed and mapped."

The report of the operation of the Nero gives a great amount of data on ocean currents, prevailing winds and tidal influences in the parts of the ocean through which the route lies. In prosecution of the above mentioned work the Nero steamed in all 25,233 knots. Her duties consisted in measuring depths, ascertaining temperatures and obtaining the characteristics of the bottom of the ocean at equidistant stations situated twenty knots apart. Beginning at Honolulu the zigzag route to the Philippines by the Midway Islands and Guam to the island of Luzon was thoroughly covered. Along this route an obstacle was encountered in the nature of a submarine abyss, the deepest yet known in the world. The abyss was named the Nero Deep, and its depth makes it necessary to deflect the direct route from the Midway Islands to Guam. In this low area the Nero, by means of an extraordinary long sounding wire, was enabled to take two of the deepest casts and also two deepest water temperatures ever recorded. The depths found were 5,160 fathoms and the other 5,369 fathoms. The temperature at these points registered 35.9 degrees F. and 35 degrees F. respectively.

Here is a description of the route beginning at Honolulu:

An ocean bed of almost level soft mud at a general depth of about 2,700 fathoms extends from Honolulu to the Midway Islands on a route a little to the northward of the line of reefs running about west-northwest from the Hawaiian Islands to a point beyond Ocean Island. This plan affords an ideal route for a telegraphic submarine cable.

Beyond the Midway Islands toward Guam is another great level plain at a depth of about 3,200 fathoms.

The remainder of the distance, however, while in general fairly level, is interspersed with reefs and mountain ranges that required much time to explore and avoid. Eventually, a short distance to the eastward of the great

(Continued on Page 5)



Silhouette Map of the Bottom of the Pacific Ocean, Showing the Route of the New Cable Between California and the Philippines and the Great Depth at Which the Huge Telegraph Wire Will Have to Be Laid.

CHANCES FAVOR AMERICAN YACHT

Str. Kinahu, Freeman, from Maui and Molokai ports.
Schr. Blanche & Ella, from Koolau ports.

Sunday, October 6.
Str. Claudine, Parker, from Maui ports.
Str. Waialae, Pitts, from Kaula ports.
Str. Noenu, Wyman, from Kaula ports.
Str. Mikahala, Gregory, from Kaula ports.
Str. Nihau, Thompson, from Kaula ports.

Two Wock in One ahead on the North Trial.

Monday.
Str. Kinahu declared off, Columbia in the lead.
Second race, won by Columbia.
Third race declared off, Shamrock in the lead.
Fourth race, under way when steamship Sierra left San Francisco.
Columbia reported so far in the lead that there was no chance of Shamrock's overtaking her.
The Advertiser's Associated Press special, covering the betting in New York, says:
NEW YORK, Oct. 3.—The Times says there is little betting in Wall street on the yacht races. The largest wagers reported are: H. M. Pearsall bet \$1,000 to \$500 that Columbia would win the series, Maurice O'Meara, Jr., being named as the taker of the Shamrock end. F. H. Brook bet \$500 to \$500 that Columbia would win today (Thursday). George Weaver bet \$500 even that Columbia would win the next two races, and W. B. Coster made a similar bet of \$500.

NEW YORK, Sept. 28.—Just before 9 o'clock Mr. Jameson, Mr. Watson and W. Butler Duncan went on board the Shamrock. The Columbia was first taken in tow, and five minutes later she was off the point of the Hook, passing out, the Shamrock following close behind her.
On board the Columbia are E. D. Morgan, H. C. McGiloway and Herbert Leeds. The wind at the Hook was then blowing steadily from the north-east at ten knots an hour, and with indications that it would freshen.
Sir Thomas Lipton did not go aboard the Shamrock today, but stayed on board the Erin until his guests arrived. The Erin did not leave for the starting point until half-past 9 o'clock. It was still later than that when the excursion fleet passed the Hook.
At 10:18 the committee boat had set a signal for a fifteen-mile race to windward and return. The wind was a little south of east and almost eleven knots. Both yachts were near the starting line.
The Columbia went almost down to the line without attempting to raise a sail. The Shamrock had only her mainsail set when she reached the line, but a moment later she broke out her club topsail. The wind at 9:50 had increased to eleven knots.
Tugs still held the racers by lines in order to keep them straightened out to the wind.
The Columbia got her mainsail up lively and then set her club topsail. Both yachts were then to the west of the lightship. Soon after 10 o'clock both of the flyers discarded their tugs and, coming up to the wind, broke out almost simultaneously their jibs and staysails, which had been put in stops. As they tacked back and forth behind the line the committee boat set a signal that the course would be fifteen miles to windward and return, and that the compass course would be east by south.
Meantime the great fleet of excursion vessels had rolled out toward the lightship and spread out behind the starting line in two great wings.
As the contesting yachts tacked back and forth about the line with mainsails, club topsails, staysails and jibs out, it was noticeable how much higher the Columbia's bow comes out of the water as she moves under sail than does the Shamrock's. She did not dip in the bigger seas nearly as much as the challenger. Both boats, after running to the north, tacked and ran south, the Columbia beating her rival in getting about.

The yachts were sent away within a minute of the appointed time. Shamrock took the honors of today's start, the official time of crossing being: Shamrock, 11:00:14; Columbia, 11:00:16. The Shamrock occupied the weather berth.
Promptly at 10:45 the preparatory gun was fired. The Shamrock at once broke out her No. 1 jib topsail. The Columbia sent the same canvas up in stops and a moment later broke out. It was not long before they came together to the leeward of the line. Both were on starboard tack. There was little real maneuvering, however, until 10:55, when the warning gun boomed. Both boats bore down from the weather side of the line on the port tack with the American boat to windward. The Shamrock undertook to head in, but the Columbia came a little higher into the wind and still had her rival under her lee. The Columbia went about on the starboard tack and the Britisher followed speedily. They passed outside the committee boat.
The Shamrock came about for the line first. She was a trifle quicker in stays, apparently, and got away more rapidly than the Columbia. This gave the Shamrock a chance to take the windward berth from the Columbia, and the former went to leeward of the committee boat on the way back to the line. The American skipper thought to overcome the disadvantage under which he had been placed, and went to windward of the markboat. It was too late, however, and as the yachts again came together behind the line the Shamrock caught him in an awkward position. The Yankee evidently saw his fix and made the best of it, bearing for the line as the starting gun was fired to leeward of the Shamrock and a little to the rear. Both crossed the line with booms to port on the starboard tack. In addition to her position to windward, the Shamrock was just two seconds to the good in the matter of time. In less than two minutes after crossing they went about on the port tack, the Shamrock making the initial movement. Within a quarter of an hour the Columbia swung on the starboard tack, but the

Shamrock hung on until she was on well to the weather of her rival before tacking after her.
Both the boats were now swinging along on the starboard tack, heading almost due northeast. At 11:18 the Columbia was distinctly ahead. Both boats were responding to the increasing wind, but the Columbia seemed to be increasing her lead. In a moment the Columbia went on the starboard tack, followed a moment later by the Shamrock. The Columbia was evidently unable to cross the Shamrock's bow, and was forced to come around. The Columbia was trying to backwind the Shamrock again, but the maneuver was not effective.
The wind was steadily increasing. By 11:30 all conceded that the Shamrock was ahead. They were both on the starboard tack, sailing northeast, and the Shamrock seemed to be gaining.

It was a battle royal. Both yachts sailed four miles from the lightship, and it was nip and tuck between them.
The yachts had now sailed an hour, and it had been close work for every yard of the course. The Columbia was close under the Shamrock's lee and appeared to be reaching faster than the challenger, but the Shamrock was still ahead. The Columbia tacked to port, in an attempt to cross the bow of the Shamrock, but was unable to reach her, and thirty seconds later came about again on the starboard tack. Precisely at noon the Shamrock went about on the port tack, followed immediately by the Columbia. Admittedly Columbia had gained considerably in the last ten minutes of sailing. They were both close-hauled and each seemed to be holding her own, the advantage, if any, being with the Shamrock.
The wind held true at about ten knots. There seemed little advantage on either side. Both yachts were sailing magnificently, Columbia having worked a little to windward, but astern of the British boat. Captain Sycamore seemed to be working Shamrock slowly from under the Columbia's lee.
The boats held to the port tack, standing off shore, and at 12:25 they were pretty nearly on even terms. The Columbia was still to windward, but probably 150 yards astern of the British boat. The outer mark was then not more than six miles away, and Barr and Sycamore were each doing his best. The wind was twelve knots. At a quarter of 1, both boats were on the starboard tack, having gone about at 12:32. There was no perceptible change in their positions. Shamrock had the windward, and was holding her own, while the Columbia was unable to make any substantial gain.
At 12:59, after two hours' sailing, the Shamrock again went about on the port tack, followed closely by the American boat. The Columbia got the windward berth, but was astern. They held this tack for three-quarters of an hour, in a neck-and-neck race. The boats were not a hundred yards apart, but the Shamrock maintained her lead clean through to the outer mark.
They held the port tack to the outer mark, the great yacht smothering along toward the turn in a royal race. But the Shamrock had the right berth, and Captain Sycamore swung her around the stake boat little more than half a minute ahead of the Columbia. The American was, by estimated time, just forty-six seconds behind her opponent. Both yachts squared away for home, running before the wind, and seven minutes after the turn both broke out their spinnakers. The official time of turning the outer mark, as given by the Marconi wireless telegraph, was:
Shamrock 12:52:12
Columbia 12:53:58

It will thus be seen that the Shamrock, in actual sailing time, thirty-nine seconds ahead of the Columbia, as she crossed the starting line two seconds ahead of her, but this elapsed time is more than offset by the forty-six and seven-tenths seconds of handicap which the Lister yacht is compelled to give under the rules to the Columbia because of her measurements.
The next ten minutes of sailing showed that the British boat would have had a hard time to increase her slight lead on her rival.
For a brief time the boats sped homeward apparently without a change in their relative positions, but about 2:10 it was seen that the Columbia was overtaking the Shamrock. Slowly, very slowly, she crawled up, foot by foot, and at 2:12 she had reached her flying rival. Two minutes later and she had poked her bowsprit ahead of the Shamrock and established a lead. The wind held, but did not increase in velocity, and both boats seemed to get all of it.
The yachts had the long swell behind them. This caused the big spinnakers which were set to port, to belly out and then wrinkle, while the balloon jibs were alternately full and slack. The booms also kept tipping up into the air and then falling.
The Shamrock seemed to roll a trifle more than the Columbia, and this apparently accounted for some of the latter's gain, although the American boat had the better breeze from the stern.
As the yachts drew in toward the lightship they met a large number of outward-bound foreign steamers, but all of these large vessels conformed to the rules and sheered away.
The Columbia gained steadily, in spite of every effort of the Shamrock to re-

gain her lost advantage. Little by little the Columbia gained, until at 2:21 there were fully three lengths of clear water between her stern and the bow of her pursuer.
The Columbia held that noble lead until the finish.
The official time elapsed at the finish was:
Columbia 4:29:24
Shamrock 4:31:44

When the Columbia went over the line she was fully 200 yards ahead of the challenger. She won by one minute and twenty seconds, this including her time allowance.
On the return the Erin was in collision and had a small hole stove in her port quarter. It was not serious.
NEW YORK, October 1.—The Columbia and Shamrock II tried today to win the second international race for the America cup and both failed miserably. After the first hour of the race, which was little more than a drifting match, the Shamrock led, and when the race was called off, when the second leg of the triangular course of thirty miles was half covered, the Irish boat led by nearly half a mile. Although the Shamrock was well ahead when the time limit expired, the participants of the Irish boat found little in that fact to comfort them.
Both the Shamrock and her rival found the wind gusty and fluky, and it finally died to such an extent that the race developed into a drifting match pure and simple. First the Shamrock and then the Columbia would profit by some wandering breeze. They alternately led until well into the second ten miles on the way home, when the committee called the race off, as there was absolutely no chance for the yachts to finish within the time set by the committee.

There can be no question that, in the light of today's race, the Shamrock showed her superiority in very light airs. While the breeze held good the Columbia seemingly had an advantage. The participants of the American boat, who were astern by the thousands and surrounded the down-town bulletin-boards by tens of thousands, were greatly relieved when it became certain that the race would not be finished.
The race could in nowise be looked upon as a test in any way of the yachts' capabilities, even in light airs. The light wind that barely filled the sails jumped from one part of the course to another, and first one boat and then the other gave her rival the headache by catching the breeze and moving along a few hundred feet, while the other unfortunate lay becalmed, waiting for the fickle wind to jump to the other side and give her a boost toward overtaking her rival.
The start was all in favor of the Columbia. Barr completely outmaneuvered Sycamore and got the white beauty across the line twelve seconds ahead of the challenger, securing the weather berth. Luck came to the aid of the white yacht before the boats had sailed fifteen minutes. There came a slant in the wind that forced the Shamrock to head fully two points off her course, while the Columbia was able to keep her steady and true. Before things were straightened out again the defender had gained half a mile over the Irish boat. Not long after that the challenger decided to go wind hunting and caught a lucky slant of air that sent her rapidly ahead, and by the time the Columbia had come up with her she had secured the windward position, from which she was not afterward driven and which did so much to give her the honors of the day.
Then followed a series of ingenious, but futile attempts on the part of the Yankee skipper to dislodge his antagonist from the favorable position which he had secured, and now seemed determined to retain. It was a little after 1:30 p. m. when Sir Thomas' boat passed the Herreshoff sloop to windward, and so blanketed her that the white yacht's sails shivered ominously in the wind, and she lost nearly all her headway. Captain Barr at once took in his jib topsail and set a long reaching top-sail, which maneuver was at once imitated by Captain Sycamore. The bronze yacht soon blanketed her antagonist again, and thus drew out ahead.
Time and again this was repeated. The Columbia would gather way again and close up the open water between herself and the Shamrock, only to lose all her gain when the challenger's huge canvas shut off her wind and left her two or three lengths behind, practically motionless. Captain Barr got tired of this, and did a thing that made his critics stare. He huffed sharply under the stern of the Shamrock, and went about on the port tack, evidently intending to slide far



THE AMERICA CUP.

SMALL STRIP AROUND FORD'S ISLAND

Only a narrow fringe of waterfront on Ford's Island will be taken by the United States government. This was proposed by the Oahu Sugar Company after the Naval Station condemnation suits were filed, and was submitted to Washington by Captain Merry. Telegrams received yesterday instructed that officer to accept the compromise.
This will leave to the Sugar Company all the producing area and takes from it only that strip of unproductive and waste land which is either too broken, or lies in such irregular shapes, that it is not reached by the plows in the breaking up of the land. This strip will not exceed an average of 100 feet wide around the island, and the portion of it which is desired by the government will extend along the front opposite to the shore lands which are now being condemned for the site for the naval station.
It is believed that the price set upon this strip of land will be only nominal, as there is a consideration, in that the company is not disturbed in its possession of the producing lands of the island. The principal object of the government in desiring to own the frontages on both sides of the channel, is to control absolutely all the water lots along the route which will be used by naval vessels, so that there will never be any possible blocking of the fairway, by the use of this passage by merchant vessels.

A TYPICAL SOUTH AFRICAN STORE.

O. R. Larsen, of Bay Villa, Sundays River, Cape Colony, conducts a store typical of S. Africa, at which can be purchased anything from the proverbial "needle to an anchor." This store is situated in a valley nine miles from the nearest railway station, and about twenty-five miles from the nearest town. Mr. Larsen says: "I am favored with the custom of farmers within a radius of thirty miles, to many of whom I have supplied Chamberlain's Remedy. All testify to their value in households where a doctor's advice is almost out of the question. Within one mile of my store the population is perhaps sixty. Of these, within the past twelve months, no less than fourteen have been absolutely cured by Chamberlain's Cough Remedy. This must surely be a record." For sale by all druggists and dealers. Benson, Smith & Co., Ltd., agents for Hawaii Territory.

The Hongkong sugar market in Kobe is so dull that there has been little or no business for the last ten days. Nevertheless, the quotations tend to remain steady, owing to the prospects on the other side, and to the approaching end of German sugar importation.

Loubet to Visit Russia.
PARIS, Sept. 27.—President Loubet visits the Emperor of Russia in April.

MORE MAILS FROM SOUTH

Australia to Make Greater Use of Route.

Hon. Eugene F. Loud, member of Congress from California, Chairman of the House Committee on Postoffices and Postroads, was a through passenger in the Senoma yesterday, on his way home after a trip to Australia, made in the interest of the mail service. Mr. Loud was accompanied by his wife, and was joined here on the return trip by his daughter, Mrs. James O'Connell, wife of the western division superintendent of the registry division of the postal service, who had spent a week here in inspection of the local office.

"My trip," said Mr. Loud, "was made in the interest of the mail service in the Pacific ocean. Of course we are very anxious that there be all possible mail carried through from Australia to England, by way of San Francisco and New York. Not only will we be able to give better service with increased use of our water routes, but as well we will have a faster service across our own country. There will be a day's better time made in the across-continent time, if it is necessary to carry the through mails to reach New York for special steamers. This will give to all our mails faster time, and will be of immense benefit to the country touched by the overland trains.

"This is one advantage and there is a greater one, that is the growth of the trade which follows a fast and regular mail steamer service. This is shown in the freight carried by the steamers now on the run between San Francisco and Sydney. There will be as great advantages to the United States from these fast mails as to the people of the south seas, who will have by expedited service several days gained in the time of mail delivery. There has been some talk of new ships to carry the mails through to Vancouver and thence to the Atlantic side, but we can beat the best time of such a route by at least four days, and this makes the present route of much value to the people of Australia.

"There has been some discontent in the south over the time made by the new ships which carry the mails on this route. The people who are in authority however are content to wait until there has been a thorough testing of the ships, and they have become smoothed down for the fastest time to be made. This will take only a short time now and the people all along the route will see great improvement in the time made on the runs. I had interviews with the Postmaster General of the Australian commonwealth and I believe that there will be no trouble over the present contracts, and further that with the better time which I think will be made later, that we will have a greater amount of mail sent through the United States on the line to England.

"There has been made too a proposal for the interchange of postal parcels between the Australian department and the United States. Our government has always insisted that the country receiving the revenue should retain it. This has always been rejected by the southern federation on account of the great disparity in the population of the two countries. A new proposition has been made by the latter now, that all the returns from the postal parcels service shall be pooled and then at a certain time divided between the two countries equally. I cannot say what will be done in the event of this not receiving the approval of our government, and I cannot forecast the decision of Washington in this matter.

"There may be some postal reforms during the coming session. I have hopes that there will be a general revision of the method for the payment for the postal cars. Instead of weight rates I believe that we should pay by the space occupied. This would be more equitable to both the government and the carriers. Then I will push my bill curtailing the use of the fourth-class privilege.

"From what I hear there seems to be no feeling other than that there will be passed by the coming congress, a bill providing for a cable for Hawaii. There is a general desire to have the new possessions of the nation connected by cable and the time has come for the laying of this line. I believe it will be authorized early in the session."

The McKinley Islands.

WASHINGTON, Sept. 30.—A suggestion which is meeting with favor is to change the name of the Philippine Islands to the McKinley Islands.
It is intended to bring the proposition before the next Congress. A part of the scheme embraces the idea of bestowing upon the different islands and provinces the names of the men most prominently identified with the acquisition and management of the islands. For instance, the members of the American mission which negotiated the Paris treaty would thus be honored, as well as the names of Admiral Dewey, General Lawton, Governor Taft, General Otis, Secretary Root and others.

Some German Loot.

LONDON, Oct. 3.—The Berlin correspondent of the Times, commenting upon the offer of the German government to restore to China the astronomical instruments taken from Peking, and Germany's refusal to reconvey them to the Chinese capital in view of the difficulties, is of the opinion that the German government's offer amounts to a censure of those who took the instruments. The Chinese refusal, he observes, is characteristic, but does not exonerate those who were guilty of the looting.

BABY'S BUSINESS

A healthy baby is comfortable; and that is enough for a baby. His business in life is to grow.

Aside from acute diseases, his food is the cause of most of his troubles. But Scott's emulsion of cod-liver oil delivers him from it.

He isn't sick; only a little hitch, somewhere, in his machine for turning food into growth.

It is a great thing to do, for a baby, to help him over a hitch with mere food—the emulsion is food that has the tact to get there.

The tact to get there is medicine.

We'll send you a little to try, if you like.
SCOTT & BOWNE, 409 Pearl street, New York.

POWELL'S BALM of ANISEED—
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And Colds.
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Bronchitis, ANISEED—
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And All ANISEED—
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POWELL'S BALM of ANISEED—
Disorders.

The unpleasant sensation of tickling in the throat, which deprives so many of rest during the night by the incessant coughing it causes, is quickly removed by a dose of Powell's Balm of Aniseed. It is proved enough remedy of 75 years' standing. It strengthens the Voice and cures Hoarseness.

UNSOLICITED TESTIMONIALS.

Mr. A. J. Woodhouse, Fern Lodge, Clay-Next-the-Sea, Norfolk, writes: "Last year Powell's Balm of Aniseed cured for me a very obstinate cough of some months' duration, which I feared would lapse into a pulmonary affection."
Mr. Lionel Brough, the eminent actor, writes: "I think it an invaluable medicine for members of my profession, and have always recommended it to my brother and sister actors."

In palace and cottage alike, Powell's Balm of Aniseed is the old and unequalled Remedy for COUGHS, COLDS, ASTHMA, BRONCHITIS, NIGHT COUGH, INFLUENZA, &c.

Squatters and farmers, when ordering their stores, should not omit this time-honored Cough Remedy.

WARNING.—When purchasing Powell's Balm of Aniseed you are earnestly requested to see that the "Lion, Net, and Mouse" trademark is on the bottle wrapper, and be not persuaded to take imitations.

Sold by all Chemists, &c., throughout the world.
Prepared only by Thomas Powell, Ltd., Blackfriars, London.

Agents for Hawaiian Islands:
HOLLISTER DRUG CO., LTD.
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Down Again

In prices is the market for flour and feed, and we follow it closely.
Send us your orders and they will be filled at the lowest market price.
The matter of 5 or 10 cents upon a hundred pounds of feed should not concern you as much as the quality, as poor feed is dear at any price.

We Carry Only the Best

When you want the Best Hay, Feed or Grain, at the Right Prices, order from

CALIFORNIA FEED CO.
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DO NOT BE DECEIVED!

Drink no substitute for

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the pure juice of the grape-fruit.

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SODA WATER WORKS CO.,

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Sole Agts. for the Territory of Hawaii.

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CHAMBERLAIN'S COUGH REMEDY

SAVED HIS BOY'S LIFE.

"I believe I saved my (nine-year-old) boy's life this winter with Chamberlain's Cough Remedy," says A. M. Hoppe, Rio Creek, Wis., U. S. A. "He was so choked up with croup that he could not speak. I gave it to him freely until he vomited, and in a short time he was all right." For sale by all druggists and dealers. Benson, Smith & Co., Ltd., agents for Hawaii Territory.

PUULOA AS NEW RESORT

Will Be Made a
Model Seaside
Town.

PUULOA is to be the new and exclusive seaside resort, if the plans of the Dowsett Estate Company, Ltd., are successfully carried out as is the present prospect. There have been laid out beach frontages extending for two miles along the ocean, and plans are being made for the carrying of passengers almost to the doors of the cottages, which it is planned very soon shall line a broad boulevard.

The carrying out of the present plan of the Dowsett company is following an idea which was kept in the background only by the uncertainty due to the fact that the United States government waited so long before indicating at what point it planned to place its naval station. As soon as the suits for the condemnation of the plot on the east loch showed just what land would be needed in the business of the Navy Department, the company put in motion its machinery to develop the old Dowsett estate property. This includes two miles of ocean frontage on the Ewa side of the entrance to Pearl Harbor, and the channel front all along the entrance to the lochs. This includes what is said to be the finest bathing beach along the Kona side of the island.

The first steps taken were those looking to the laying out of the lots. It was decided that these should be 200 by 100 feet, approximately the curvature of the shore making anything like absolute straight lines impossible. Following the modern method the lots on the ocean were made to run from low water mark, and to extend inshore to a boulevard, which runs parallel to the water line. This boulevard is to be 100 feet wide, and will be improved by the planting of trees, and it is planned to have along it a tram line for the transportation of the residents to and from the ferry, which will connect with the Waikiki side of the channel.

On the mauka side of the boulevard there is also a line of lots which are 200 by 100 feet, and these two rows of cottage sites are all that will be placed on the market at this time. The laying out of the town site was begun inside the harbor line, at the point of the old salt marsh, and from this down to the bell tower, or taking in some thirty lots, the company has reserved all the residence sites, so as to accommodate the probable traffic which may come to the west side of the harbor entrance. There will be no immediate development of any industries along this frontage, but it will be simply reserved for a future sale.

Since the laying out of the plots of ground was the first thing to be done, the next was the development of water, of which there is not an adequate supply on the property at the present time. For this purpose contracts have been made with L. E. Pinkham and a well-boring outfit has been shipped by schooner, which will be used in the prospecting for artesian water. The first well will be put down along the edge of the old marsh, a few hundred yards from the channel line. This will be followed by other prospects should the supply found at that point not be sufficient to provide water for the expected population.

To form an estimate which would be placed upon the lots as laid out a sample sale was held last week at which the only possible bidders were the heirs of the Dowsett property. An upset price was fixed upon the lots and the auction was for choice of the lots. The sum named as the value of the lots was \$750. There were ten lots sold, and the average price was \$350. This was before there had been any move made which would guarantee water or transportation. What the price to be set will be when these advantages have been found and provided, is not yet known to the managers of the property, but it is said that nothing more will be done as to offering the lots to the buying public until all the preliminaries have been arranged. It is expected that there will be plans made for water, transportation along the boulevard and a complete ferry system very soon, and then the improvement of the suburb will be commenced. At the present time the lands are covered with algaroba trees.

The distance of the new resort is eight miles, and across the entrance to the harbor, from the city. The road runs right past Moanalua, and across the country to a point where there now is a suitable boat landing. On the Ewa side there is another landing right above the shark pen. The drive from the city to the harbor entrance has been made in an hour and a quarter recently, without any effort. This makes the new town of convenient access, and with any kind of transportation facilities the ride should be made in little more than twenty minutes.

STRICKEN WITH PARALYSIS.

Henderson Grinett, of this place, was stricken with partial paralysis, and completely lost the use of one arm and side. After being treated by an eminent physician for quite a while without relief, my wife recommended Chamberlain's Pain Balm, and after using two bottles of it he is almost entirely cured.—George R. McDonald, Man, Logan Co., W. Va., U. S. A. Several other very remarkable cures of partial paralysis have been effected by the use of this liniment. It is most widely known, however, as a cure for rheumatism, sprains and bruises. Sold by all druggists and dealers. Benson, Smith & Co., Ltd., agents for Hawaii Territory.

SILK WORMS ONCE THRIVED IN THE HAWAIIAN ISLANDS

Though probably not generally known, yet it is a fact that at one time the cultivation of silk was an important industry in the Hawaiian Islands. T. F. Sedgewick of the Agricultural Experiment Station made the discovery in the course of his investigations of the origin of some of the products of the Territory, and he is of the opinion that the silk worm can still be made to pay in the Islands.

"It is an industry that deserves a good deal of attention," said Mr. Sedgewick yesterday, "and there is no reason why it should not be successful, though for some cause the first experiment was a failure. The silk worm was introduced here in 1841 by an American named Titcum. He imported both Chinese and American worms, and the mixture of the two did very well. The American worm appeared to thrive best on Maui.

"Mulberries were next introduced to feed the worms, and one man planted out eighty acres of different varieties—Morris multicaulis, Canton, white and black. The trees grew rapidly, and the worms also multiplied until he had over 400,000 worms. The silk was put into shape and placed on the market, though the enterprise failed. Why, I

have not been able to learn, and there appears to be no good cause for it. Mr. Titcum's daughter is still living, and is a resident of Honolulu, but she knows of no reason why the project was abandoned.

"The industry was continued for some years, until about 1847 or '50, I think, and was then given up. It was largely in the nature of an experiment at that time, but there are still a few silk worms to be found on Maui and Kauai. Some of the silk produced on Maui has been wound and is on exhibition at the Normal School. Mulberry trees are also in evidence in Honolulu and on the other Islands, and it would not require a very large expenditure to resume the cultivation of the silk worm.

Mr. Sedgewick has also looked into the sugar industry to some extent. The first sugar mill was introduced in the Islands at the beginning of the last century. A Chinaman brought the mill, a very crude affair, to the island of Lanai, in 1802, but left in a few years, taking the mill with him. Bees were introduced into the Islands in 1850-51, and thrived from the beginning, obtaining honey from many plants. The honey has a tendency to candy, but is of good quality.

THE ARMING OF CHINESE

YOKOHAMA, Sept. 28.—Mr. Gerow D. Brill, a well-known official lately in the employ of the Chinese government, was interviewed by a press representative.

"I am surprised," he said, "at the extraordinary ignorance that prevails, not only in the coast ports of China with regard to affairs in the interior of the Celestial Kingdom. Take, for instance, yesterday's telegram regarding the Japanese for arms, and some smokeless powder, which Youshikiki, the governor of the province of Shantung, is going to build. The message, which I presume came in the first instance from Shanghai or Tientsin, seems to pre-suppose that the Chinese are not already making their own arms and ammunition. As a matter of fact, apart from the Shantung arsenal, which was captured by the allies, the Chinese have arsenals and smokeless powder factories at Hanyang, near Hankow, at Nanking, at Chengtu in Szechuen, at Foochow on the coast, and I believe also at Canton or somewhere near. At Hanyang, before the recent troubles, they were turning out some fifteen rifles per day, but then they were not pushing things. Now all is changed. The factories are working at full pressure night and day, and some hundreds of rifles are probably produced daily now. Then they have all the machinery and metal for casting big guns, and they also make quick-firing machine guns. The rifles are magazine rifles, taking six cartridges."

"What about ammunition?"
"At Hanyang they started to build a powder factory many months ago. The work did not progress very rapidly till the Boxer outbreak; then the Chinese put on speed, and the factory was finished last December, and is now working at full pressure."

"Can you tell me anything about Chang-chi-tung's army?"
"Chang-chi-tung is one of the wisest men in China. You may guess that he is not making arms and ammunition for his own use. The provincial army has undergone thorough reorganization, and all old and inefficient men and officers have been weeded out. Thousands of recruits have been obtained from Hunan, the Hunanese being the bravest men in China. His troops are trained by foreign instructors. The Japanese and German instructors were never dismissed. When things looked very bad last year they abstained from drilling the troops, but they have come, to the front again and are hard at work now. There are three German instructors and a number of Japanese. One of the Germans is an officer of high rank."

"With what object do you think the Chinese are preparing?"
"It is impossible to forecast the future. There will be trouble of some sort I have no doubt, but it might take any direction. The Chinese don't know that they have been beaten. Supposing that the great viceroys, who have hitherto held aloof, throw in their lot with the Emperor Dowager, it will be extremely difficult for the powers to coerce them. Look at the way in which they are arming. Both Chang-chi-tung and Youshikiki are paying great attention to the supply of officers, the point in which the Chinese army is most weak."

"Supposing, however, that there is no more fighting, what do you think of the prospects of the commercial development of China?"
"China will go ahead like a rocket. The railways that have been planned will alone transform her. It is to be remembered that these railways are now being built. A railway from Peking to Hankow is now being pushed on at both ends, and eighty miles are practically ready on the Hankow side and construction trains are running. The line is in the hands of a Belgian syndicate. From Hankow to Canton the concession belongs to an American syndicate, though I hear they have sold it to the Belgians. The Yunnan railway from India excites great interest in China. It is thought that the line will do much to solidify British interests."

Mr. Brill concluded by referring to the vast amount of economic wealth that lies undeveloped in Central China.

The grand jury yesterday began an examination into all the departments of the Territorial government. Not only were the schools and insane asylum made the subject of investigation, but Treasurer Wright, Chief Clerk Wright of the Board of Public Works and Assessor Pratt were called before the grand jury, and questioned as to the conduct of their respective departments.

Five truant officers had been subpoenaed by the jury, but only one was examined yesterday. Executive Officer Pratt also testified before the grand jury, but whether as to the rock crusher or the alleged illegal imprisonment of two women at the Oahu Insane Asylum could not be learned.

Japan's Naval Expenditures.

The naval expenditures of Japan have increased vastly during the past ten years. The ordinary expenditures for 1891 of \$2,706,000 are now \$10,085,500, and the extraordinary expenditures have risen from \$2,044,500 in 1891 to \$8,477,000, the totals for the two periods being \$4,750,500 and \$18,562,500, an increase of about 300 per cent.

HOLLAND WILL NOT INTERFERE

THE HAGUE, Sept. 27.—The Dutch Government has decided to keep aloof from South Africa, and has informed Kruger to this effect.

LONDON, Sept. 27.—Botha, who is reported to have a force of 5,000, and who after taking up a position at De Jager's Drift, at the Buffalo River, withdrew 15 miles further back to Nkandla Hill, has again moved, and has proceeded further north.

LONDON, Sept. 27.—A number of Boers, convicted of minor charges of treachery in Pretoria, have been sentenced to periods ranging from five years' penal servitude to lesser terms, as prisoners of war.

HAWAIIAN EPISCOPAL CONTROVERSY

SAN FRANCISCO, Oct. 2.—The question of the church in Hawaii is expected to prove a thorn in the side of the Episcopal convention. This matter is, of course, entirely new to the convention, as the necessity for its discussion has only just arisen.

The annexation of the Islands is the cause for bringing it up at this time. Previous to their becoming a part of the public, the church there was under the direction of the Church of England. From the moment of annexation the authority of the Church of England ceased, and as a result the church in Hawaii became part of the American church. No difficulty would have been experienced had the matter not been seriously complicated by the condition of things in the Islands.

The question is simply this: There is a territory within the jurisdiction of the United States, and therefore, under the jurisdiction and direction of the American church, but over this part of the church in American territory presides an English Bishop, who refuses to acknowledge the authority of the American church, and holds allegiance to the Archbishop of Canterbury.

The church people themselves have declared for the authority of the American church, and the bishop stands alone in his contention. How to settle the matter amicably is the difficulty.

Many solutions have been offered. The Bishop of New York has sent a personal invitation to the Bishop of Honolulu to be present at the convention and he has accepted the invitation.

Independent of the bishop has come a special delegation from the church people themselves. No one doubts but that some solution of the difficulty will be attained and the matter forever disposed of at this convention.

SAN FRANCISCO, Oct. 3.—In his address before the Episcopal Convention yesterday Bishop Morris said: "Turning for a moment further westward still, we soon discover those orphan children of the Mother Church in the Hawaiian Islands, where a true branch of the apostolic church is in imminent peril of utter destruction unless we turn a sympathetic ear to their earnest appeal for succor and salvation."

The Thomas Next to Sail.

The transport officials have decided to send the Thomas out for Manila on the regular trip to the Philippines October 16th instead of the Grant, though the Thomas arrived only last Tuesday and the Grant has been in port for several weeks. The Grant is to be practically rebuilt at an expense of perhaps \$500,000. She will receive new decks, additions to the passenger accommodations and a general overhauling. It will be several months before the troopship will be able to leave port. The same improvements have been made to the Sheridan and Sherman, though the latter vessel is still in the hands of the machinists at the Union Iron Works. The transport Logan is still at Mare Island undergoing repairs and may not be ready for service before the early part of next year. The Thomas is reported to be in need of a new refrigerating plant. The Kilpatrick is expected to arrive from Manila within a week with the Eighteenth Infantry, and will probably sail for the Philippines on the regular trip November 1st.—Chronicle Oct. 3.

Baltic and Black Sea Canal.

LONDON, October 3.—The Odessa Listok, quoted by the correspondent of the Times in that city, says a syndicate of Belgians is petitioning the Russian government to approve plans for a canal joining the Baltic and Black seas. The syndicate offers to furnish the capital in return for a concession for a term of years. The government, it is believed, thinks the term named too long, and is likely to refuse to grant the concessions. It may construct the canal itself. The minimum depth specified is seventeen feet.

Freight Steamer Californian Now in Port.

(From Wednesday's daily.)

Another of the big freight steamers of the Hawaiian-American line arrived in port yesterday morning. This is the Californian, one of the company's 8,500 ton steamers, which is now on her way to New York. She and the Oregonian, which was here a few weeks ago, the Hawaiian and the American are all 5,500 ton vessels of the same type, being single screw steamers. They run on the same route from San Francisco to New York around the Horn via this city.

The Californian sailed from San Francisco to Tacoma where she took on coal. This was done principally because of the difficulties encountered in loading in San Francisco during the present time because of the great strike. The ship left Tacoma September 27th, and with the exception of one day's rough weather, she had a quiet and uneventful trip to this port. Only one vessel was sighted, the Aorangi bound for Vancouver. She was spoken at the latitude of 42.15 north and 126.6 west longitude on September 30.

The Californian brings about 3,800 tons of freight for this port consisting of lime, flour, hay, feed, structural iron work, kerosene oil in cases and fertilizer. She expects to be able to discharge this in about four days, whereupon she will begin taking on her cargo of sugar. She will probably sail a week from Thursday. From this port she will go to Kahului where she will take on some more sugar, whereupon she will start on her long voyage to New York, stopping for coal at Coronel and San Lucia. She will probably stay in Kahului for four days. Captain Lyons of the Californian states that the Nebraskan and the Nevada, which are at present approaching their completion at East Camden, New Jersey, will probably arrive at this port during the latter part of this year. They are both twin screw steamers. Besides these ships the Texan is also being completed at the same shipyard. She will run between San Francisco and New York, however, while the other two will run between San Francisco and the Islands.

Two more steamers, the Alaskan and the Arizonan, are at present being built at the Union Iron Works in San Francisco, but the strike has been hampering the work on these two boats very much.

It is the first time the master of the Californian, Captain William Lyons, has been in Honolulu. He shipped as first mate on the Hawaiian, and went to San Francisco in her. From that port he was called back East and was placed in command of the Californian. Among the present crew of the Californian are six native boys, five of whom shipped on her when she made her last trip from this port to New York. At that place one more Hawaiian got on board as a stowaway. He was worked as a sailor on the ship back, and was finally taken on as a regular member of the crew when the steamer reached San Francisco. Captain Lyons says the Hawaiians make splendid sailors and that he would like to have all his crew of that nationality. He finds them good workers and always willing and ready for service. Besides this they are a very peaceable lot and do not quarrel and fight among themselves.

Samoa Plants to Be Brought Here.

Wray Taylor has arranged with Father Cyril, a French priest from Samoa, for an exchange of vegetables between this island and Hawaii. Commissioner Taylor will ship two boxes of shade trees, including the poincianas, golden shower, algaroba, Chinese palm and royal palm, on the Sierra today, consigned to Father Merrill in charge of the mission at Moa, Apia. In exchange he is to get the two varieties of bread fruit, yams, and a Fiji banana which has been transplanted in Samoa. Father Cyril will continue on his vacation trip to San Francisco on the Sonoma.

OUR \$4.50 SHOES!

With heavy soles are just the right kind for rainy weather wear. You may pick from box calf or Russia calf shoes. These are in blacks and russets. The shape is that full generous winter last which is protective as well as pleasing. We have all sizes and all widths

MANUFACTURER OF SHOES COMPANY

Clarke's Blood Mixture

THE WORLD-FAMED BLOOD PURIFIER AND RESTORER. IS WARRANTED TO CLEAR THE BLOOD from all impurities from whatever cause arising. For Scrofula, Scurvy, Eczema, Skin and Blood Diseases, Blackheads, Pimples, Sores of all kinds, it is a never failing and permanent cure. It cures Old Sores, Cures Sores on the Neck, Cures Sore Legs, Cures Blackhead or Pimples on the Face, Cures Scurvy, Cures Ulcers, Cures Blood and Skin Diseases, Cures Glandular Swellings, Clears the Blood from all impure matter from whatever cause arising. It is a real specific for Gout and Rheumatic pains. It removes the cause from the Blood and Bones. As this Mixture is pleasant to the taste and warranted free from anything injurious to the most delicate constitution of either sex, the Proprietors solicit sufferers to give it a trial to test its value.

THOUSANDS OF TESTIMONIALS OF WONDERFUL CURES FROM ALL PARTS OF THE WORLD

Clarke's Blood Mixture is sold in bottles of 25¢ each, and in cases containing all the quantity, it is sufficient to effect a permanent cure in the great majority of long-standing cases. By ALL CHIEF DRUG COMPANIES, LINCOLN AND MIDLAND COUNTIES DRUG COMPANY, Lincoln, England. Trade mark—"BLOOD MIXTURE"

CLARKE'S BLOOD MIXTURE

CAUTION.—Purchasers of Clarke's Blood Mixture should see that they get the genuine article. Worthless imitations and substitutes are sometimes palmed off by unprincipled vendors. The words, "Lincoln and Midland Counties Drug Company, Lincoln, England," are engraved on the Government Stamp. Advertisements of the Government Stamp. Advertisements of the Government Stamp. Advertisements of the Government Stamp.

CHAS. BREWER & CO.'S NEW YORK LINE

SHIP HELEN BREWER will sail from NEW YORK for HONOLULU, on or about

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For freight rates apply to

CHAS. BREWER & CO., 27 Kilby St., Boston.

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D Will Keep I S CLEAN And PURE

Your Premises,
Stables and
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And
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One Pint will make a
Bucket of the best disinfecting

Medium

Price 25c per Pint.

Put up in gallon, 5
gallon and barrel containers.

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SO-BOS-SO (KILFLY)

A Liquid Mixture
Designed to Protect
COWS AND HORSES
From Torture by
Flies



A Valuable Disinfectant and Germicide.

SO-BOS-SO (Kilfly) is a liquid mixture designed to protect cows and horses from torture of flies. The preparation is positively harmless. It is used with splendid results as a disinfectant and germicide. The Electric Sprayer discharges the So-bos-so (Kilfly) in a fine, broad spray. From 30 to 50 cows can be sprayed in a few moments. The Electric Sprayer is detachable, and thus may be thoroughly cleaned.

If your animals are troubled with lice use So-bos-so (Kilfly). It knocks them out. Spray your poultry house with So-bos-so (Kilfly). It kills lice, or any vermin that may infect the fowls.

FOR HORSES.

So-bos-so (Kilfly) is invaluable as a disinfectant for spraying around the stable; at the same time prevents the irksome torture of flies.

Used with splendid effect on horses while at work, especially draft horses, traveling at a slow pace and oftentimes obliged to stand for long intervals, harnessed to the truck, exposed to the torture of the beastly flies, while the teamster is loading, unloading, or otherwise engaged. Blacksmiths will greatly appreciate the preparation. A moment's work with the Electric Sprayer and a little So-bos-so (Kilfly) will rid the shop of flies, and the horses stand perfectly quiet.

Your use of So-bos-so (Kilfly) will result in more and better milk, more money, more comfort for cows, for horses, and for you.

Kilfly has proved a perfect success in this Territory and until the arrival of large inventories recently, we have been unable to fill all orders. We have now a supply on hand and more on the way.

Sufferers from the HORN FLY should give Kilfly a trial.

We are the sole agents for the Territory of Hawaii.

PACIFIC HARDWARE CO., Ltd.

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ISSUED TUESDAYS AND FRIDAYS

WALTER C. SMITH, EDITOR.

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A. W. PEARSON,
Manager.

FRIDAY : : : : : OCTOBER 11.

Uncle Sam will open a strictly temperance bar at Pearl Harbor. Nothing but water there.

The chances favor the success of the American yacht, though the British cup-chaser is a foe not to be despised.

The late strikers must feel a touch of paralysis when they learn that the steel trust, during the six months in which the strike occurred, made a clean profit of \$50,000,000.

It is a mistake to give beggars alms in that it makes a trade of mendicancy. Such people should be sent to the agent of the Associated Charities. Money for the help of the deserving poor should go there rather than to the casual stranger who asks for it.

The opening of the coffin of Abraham Lincoln in the presence of a large number of people seems to have been an exhibition of vulgar curiosity. Robert Lincoln's protest was natural but it was overridden and the remains of the martyr were shown to a crowd. Fortunately for the honor of Illinois no admission fee was charged.

We have not yet heard an answer to the question: What would happen to American army officers who went to a German port, domestic or colonial, and made soundings and photographs of its maritime approaches? "German-American," whoever he may be, might better spend his time on this query than in misquoting Harry Evans.

When the army and navy establish themselves at Pearl Harbor there will be a large and valuable increase in the white population of Hawaii. Twelve hundred employees on the naval reservation, a number which has been named in the estimates, would mean a new American community of from four to six thousand persons exclusive of enlisted men and their families.

It would be like President Roosevelt, in case he visits the Pacific Coast after the cable has been laid, to come and see Hawaii. He is a man of innovations and there is no law compelling him to stay on the mainland to the exclusion of an insular part of the Union. As an expansionist it would seem to be his duty and pleasure to get into personal touch with America's new possessions.

There was a movement against vaccination in Hawaii some years ago and it succeeded so well that, when small-pox came in, three thousand people lost their lives. After that, vaccination grew popular and other entries of the scourge were not signified by large losses of life. Smallpox in Europe used to claim its tens of thousands of victims, but now, owing to the main to vaccination, the malady figures modestly in the vital statistics of every civilized race. These are facts to remember when it is again proposed to leave Hawaii open to the pitted pestilence.

The Democratic and Mugwump papers which fought annexation and expansion are setting upon Judge Humphreys' cheap falsehoods about the Dole government to prove that the Republican policy of adding to the national possessions is a failure. They take great comfort in Humphreys' lying "revelations" and scourge the Republican party for the sins of which he accuses it. Between Cleveland Democrats and Mugwumps on the Mainland and Monarchists here, Humphreys has almost as many admirers as Judas Iscariot once obtained among the rabble of Jerusalem.

The best news we have lately heard from Washington is that the President, misled by Humphreys' falsehoods to Knox, may order a commission to look into the Territorial government. No friend of Gov. Dole or opponent of Humphreys could ask for anything better than that. There will be no unchallenged lying when the commission comes. Instead there will be such a vindication of Dole and such an arraignment of the brazen scamp who disgraces the bench of the First Circuit Court as to assure good government here for some years to come. We imagine that Humphreys will do his best to head off the commission. What he wants is for the President to take his word about conditions here and let matters go at that.

The Koreans have no capacity to civilize their country or to defend it and naturally it will pass into stronger and better hands. If the Japanese acquire it, as seems probable, now that Russia has taken Manchuria, they will be pretty certain to develop the great natural resources of the Hermit Kingdom and make Korea contribute enormous sums to the aggregate of human wealth. The economic needs of the growing populations of the world are such that no country ought to be left undeveloped in the hands of incompetent owners. Nobody is entitled to use a rich area of the common earth merely as a camping ground when its soil covers vast deposits of potential wealth needed to increase the comfort and enlarge the opportunities of mankind. The world belongs to those fitted to occupy it and to make it a better place to live in.

BRACING CLIMATES AT HOME.

It is a pity that the people of Hawaii have not yet utilized in more than a scant and casual way the advantages which their own group of islands gives to those who periodically need a change of climate. It is the testimony of the doctors that white people, born and brought up in northern latitudes, cannot live in the tropics for many years at a stretch without coming to require a climatic antidote for the enervation which life in an endless summer bestows. So well is theory borne out by experience that those who have the means and leisure make frequent trips to the mainland. Unfortunately means and leisure are for the few, yet the many are quite as susceptible as their more fortunate brethren to the weakening effects of unchangeable solar heat. To the two questions: What shall the stay-at-home class do? and Is it necessary for the rich to go away from Hawaii for a different air? the varied climates of this group give an easy and conclusive answer.

There are climates as bracing in some of the islands as can be found anywhere on the Pacific coast. Altitude takes the place of latitude and brings down the scale of travel distances. Given good roads and a convenient inn, and the sun-tired dweller in lowland Hawaii might take his Thanksgiving dinner among the frosts and his Christmas banquet among the snows. There is a climate on the Kona coast of Hawaii as bracing and as full of life as any in the world. On the upper reaches of the highest mountains one may, in the midwinter months, feel the joy of the blizzard and the need of furs and a rousing fire. At Olinda and other places on the rolling uplands of Maui one finds clear, sharp autumnal weather in August—weather that revives the nerves, brightens the eye, reddens the cheeks and clears the brain. The forests with their rare medicaments are ours to enjoy as well as the sea with its savor of health and strength. But forests and altitudes are kept from the use of the many by the trouble in getting to them and in finding accommodations when they are reached.

The people of Hawaii could not spend money in a better way than by making their natural sanitariums accessible. What is needed is to open the road to places at an elevation of 5,000 feet and upwards, provide reasonable accommodations there and induce transportation agencies to make cheap excursion routes to reach them. Maui is near enough to Oahu to get the large visitation from this city and island which it assuredly deserves. Upon the sides of majestic Haleakala, any climate one wants, except the tropical, may be found. The climates range between the coolness of the northern spring to the boreal stress of the northern winter; they offer the attractions of the foothills, mountain valleys and Sierran cliffs in turn. And yet how little we appreciate them. Those who can afford the trip go to San Francisco or Lake Tahoe or Banff; those who cannot go so far have to turn their backs on the inviting altitudes of Hawaii and stay at home in the mosquito belt, paying doctor's bills and longing for better things. It is a pretty unreasonable way to live but the people of lowland Hawaii have been doing it for a long time.

WHY THERE ARE LYNCHINGS.

Every mail from the coast brings its story of lynchings. It is significant that these tales no longer get the most conspicuous columns in the newspapers or the most impressive type. They have become too common to be remarkable. Only when accompanied by the incidents of torture at the stake do they dominate, with their peculiar horror, the ordinary news of the day.

The reason for lynchings is clear on a brief consideration of any of the cases in point. It is due to a breakdown of the criminal laws of the country and there is reason to wonder not that so many lynchings occur but that so few criminals are punished by mobs. The laws against murder have come to be wholly inefficient. The annual slaughter in the United States has reached fearful proportions. Over 10,000 persons are killed each year by their fellow men, yet the legal hangings are rare. Last year less than 200 murderers were hanged according to law but 10,000 persons were killed in defiance of law. With such a record it may well be a cause for surprise that the sum-total of lynchings was only 283. When the law abandons its function of protecting society from the criminal it is quite to be expected that men will take up the work which the courts refuse to perform.

The enormous growth of murder in America is undoubtedly due to the inefficiency of the law and the courts. Where only one murderer in a hundred is to be hanged and acquittal or a brief imprisonment is the lot of nine out of ten of those who are tried, the law has no terrors for those who wish to kill. The policy that was adopted in mercy to save the lives of possibly innocent persons has turned to the most blood-thirsty cruelty. Judging by England and Germany and other countries in which murderers are punished promptly and severely, some 10,000 out of the 10,000 murders of last year would never have been committed, had the same procedure been followed in this country as in other civilized nations.

The main cause of the breakdown of the criminal law of the United States lies in the privilege of appeals in criminal trials. This privilege, which is an innovation of American law-makers, has resulted in loading down the original simplicity of the criminal law with a vast body of technical interpretation that prevents the trial court from selecting a good jury, from presenting the truth to that jury and from promptly carrying out the verdict should one be found against the accused. The remedy is to be found in returning to the simple methods that made our criminal law effective in the early days of the republic and that now form so efficient a deterrent to the criminal classes of Great Britain and her colonies.

Scrofula

This root of many evils—

Glandular tumors, abscesses, pimples and other cutaneous eruptions, sore ears, inflamed eyelids, rickets, dyspepsia, catarrh, readiness to catch cold and inability to get rid of it easily, paleness, nervousness and other ailments including the consumptive tendency—
Can be completely and permanently removed, no matter how young or old the sufferer.

Good's Sarsaparilla was given the daughter of Elias Vernon, Waverling, N. Y., who had broken out with scrofula sores all over her face and head. The first bottle helped her and when she had taken six the sores were all healed and her face was smooth. He writes that she has never shown any sign of the scrofula returning.

Good's Sarsaparilla

Promises to cure and keeps the promise. Ask your druggist for it today and accept no substitute.

NEWS OF WORLD CONDENSED

Marquis Ito is at Victoria.
The German Empress is quite ill.
Norne is crowded with indigent miners.

A French mission has departed for Abyssinia.

Senator Beveridge has returned from the Philippines.

Branches of the States is ill with malarial fever at Detroit.

Rabbi Herman Bories, a forty-niner, died in Portland.

Gresham, Wash., was practically wiped out by fire.

Twelve millions are the national surplus for September.

Fort Hall Indian reservation is to be opened for settlement.

The Chinese would collect taxes on all imports into China.

Colonel Blasee has been promoted to a brigadier generalship.

A salt trust has been formed under the name of the Salt Trust.

Seventeen miners perished in a Nainai coallery explosion.

J. H. Haverly, the famous minstrel leader, died at Salt Lake.

Lady Hope has sent her New York lawyer a beautiful kimono.

Devastative floods in Spain have washed away whole villages.

The Sperry flour mill at Marysville, Cal., was destroyed by fire.

B. F. Sides, a San Francisco broker, ended his life with a bullet.

The California Prune Association has decided to disband at \$200,000.

Edward Edwards, a California pioneer, died in Oakland recently.

Fort Canby, at the mouth of the Columbia, is to be abandoned.

Soldiers are deserting in large numbers from Fort Grant, Arizona.

Admiral Sampson has surrendered command of the Boston navy yard.

The government will make no more bond purchases for the present.

Mr. and Mrs. Alfred Vanderbilt are expecting a visit from the stork.

Seventeen hundred Boer prisoners are about to arrive at Bombay.

Representative of the Grand Opera Company have returned to New York.

Secretary Gage intimates that Hay will not remain long in the Cabinet.

The Chicago elevated road employees have struck for an increase of pay.

The net earnings of the steel company for six months is over \$50,000,000.

Mormons have secured hundreds of acres in Oregon to establish a colony.

The mayor of Portland, Ore., was relieved of his watch and chain by footpads.

Ambassador Choate has been granted leave of absence to visit Washington.

Another revolution is reported in Hayti. The situation is said to be serious.

J. L. Bell, assistant gold commissioner for Klondike district, has been suspended.

Marie Sanford, once a famous actress, is now living in Philadelphia, in poverty.

Chinese are crossing the northern border of the United States in the disguise of priests.

A stage coach carrying a party of 12, crushed into a freight train, killing Mrs. Charles Kupper.

The bodies of four sailors, drowned in Bering Sea, have been found on the beach at Port Safety.

H. M. Allen is being held in San Francisco on suspicion of being a notorious confidence man.

The Municipal Art Society may build a model city within the limits of the St. Louis World's Fair.

Russian Prince Victor Nakachidze was committed to an Italian prison because he is an anarchist.

James Brady, who assaulted a little girl at Helena, Mont., was taken from jail by a mob and hanged.

Thousands of people will be compelled to winter in Nome because of lack of steamer accommodations.

General Corbin denies any connection with the proposed ship company which has caused a scandal.

Miss Abbie Aldrich, the bride of young Rockefeller, has received as a gift, a \$50,000 diamond tiara.

Scott McKown has inherited \$16,000 and his actress wife, Dorothy Studebaker, has returned to him.

The Treasury Department has issued a warning that a new counterfeit five-dollar certificate is in circulation.

Defaulting Cashier Hoppner, of the Faber Penell Company of New York, has been arrested in Buenos Ayres.

For the first time the elections for the Hungarian Parliament were not interfered with by the authorities.

Congressman Julius Kahn and Surgeon General Sternberg arrived at San Francisco on the transport Thomas.

Frank Erdman, said to have robbed the Southern Pacific of thousands of dollars, is under arrest in Sacramento.

James Murphy shot and killed Ed Stanton, the betrayer of the former's sister, in the streets of San Francisco.

Chinese rebels sacked a mission and attacked a city, near Cachen. Chinese troops have been sent to suppress them.

An investigation is being made into the charges against Major Heistand, U. S. A., relative to the Manila hemp scandal.

Ex-Captain Neall, U. S. A., was convicted of forgery in San Francisco. He is to be tried on embezzlement charges.

Private Devine, Eleventh Cavalry, is to be drummed out of the army for speaking disrespectfully of President McKinley.

LOCAL BREVITIES.

The income tax will be delinquent November 15th.

Colonel and Mrs. W. F. Allen will make a New Zealand tour.

Rev. G. L. Pearson, Methodist presiding elder, has returned from the Coast.

Rev. O. P. Emerson and Rev. E. S. Timoteo last Sunday dedicated the native church at Waiakula, which has been repaired recently.

The Supreme Court will meet this morning. Judge Little is desirous of returning home to Hilo, and some member of the bar may be selected today in his place.

Rev. G. L. Pearson returned by the Sierra from the Coast. Mr. Pearson relates some interesting facts about the strike, which he characterizes as a reign of brutality.

A. C. Noble has been made engineer of the tract system of the College Hills tract. The entire system is now in place and shape, and is running to the satisfaction of the people.

In Federal Court yesterday, Judge Estee granted W. W. Thayer an attorney's fee of \$75 in the bankruptcy case of Sam Nam Suk. The court made a new order, requiring trustees for bankrupts to file reports at regular stated intervals.

Counterfeit dollars have been discovered in circulation in this city. As they are well made and have the ring of a genuine piece, they can only be detected by the softness of their metal. The police are working on the case.

A handsome painting in oil of the late President McKinley is on exhibition in Marshall Hendry's office, pending its removal to the Republican headquarters. It is the work of Boileau of San Francisco, and was presented by George C. Stratemeyer.

On account of the fall of masonry near the flood gates of the lagoon at Kaplani Park, the water has fallen nearly two feet. Vast numbers of fish have congregated near the outlet and were scooped up in baskets yesterday by native fishermen.

The planets Venus and Mars were in conjunction last night, Mars being about a degree above the brighter planet. The view is especially fine from Pacific Heights, according to Prof. Lyons. The two planets will also be in conjunction tonight.

"Bernard's Mammoth and Mastodon Aggregation" is said to be the name of a circus which arrived in the city from Australia on the Sonoma yesterday. There are all the usual features, and an effort will be made to get up a tent and give performances.

Wray Taylor has had a small taro patch planted at the Government Nursery, upon which he will experiment with kerosene, to ascertain its effect. If it does not injure the plants it will be recommended for use in exterminating mosquitoes in taro lands.

Owing to a prevalent disease among the hogs at Ewa, the report was started that hog cholera was here. Dr. J. R. Shaw, the government veterinarian, states that he does not think it possible for the cholera to break out in Ewa without its first having been noticed in Honolulu.

Madame Belle Cole, the English contralto, and Master Rainald Pedesch, a young violinist, favorably known in London and the Australian capitals, arrived yesterday from Sydney on the Sonoma. Arrangements are under way for a series of concerts to be given here. The artists are stopping at the Hawaiian Hotel.

The Public Works Department has put a force of men to work at Makiki cemetery, repairing and improving the place, which is sadly in need of it. The cemetery will be kept in good condition hereafter, having been allowed to run down incident to the change of control from the Board of Health to the Public Works Department.

Acting United States Attorney Dunne received a request from Attorney General Knox yesterday, for a report upon federal affairs in the Hawaiian Territory. The report has been delayed because of the illness of Mr. Baird, and the Attorney General is in a hurry now, as he is working to get out his annual report.

The 1-cent internal revenue stamps which were expected by the last steamer from the Coast, failed to show up. As the department is now entirely out of this denomination of stamps, a 3-cent stamp on the original of a shipping receipt, will have to be equivalent at present to the three separate stamps generally used on triplicate receipts.

The local agricultural department received notice yesterday that one hundred copies of the report of the studies upon the "Agricultural Resources and Capabilities of Hawaii," had been forwarded for distribution here. The work is a very exhaustive and interesting one, very finely illustrated, and the local demand for it exceeded the first supply from Washington.

The court of tax appeals filed its decisions with Assessor Pratt yesterday afternoon. The findings of the court covered several hundred pages of typewritten legal cap, a separate decision being filed in every individual appeal. Altogether a little over ninety cases were passed upon. Collector Pratt will not give out the decisions until he has looked them over, and submitted the papers to Treasurer Wright. It is not unlikely that a number of appeals will be taken from the findings of the court, both by the taxpayers and by the Treasurer. The appeal is direct to the Supreme Court, in these cases.

No Federal official here recognizes the Territorial Circuit Judges as United States Judges nor do litigants go before them with Federal cases. The theory that a Territorial judge becomes a United States official by virtue of Presidential appointment might be used to prove that the colonel of a Territorial volunteer regiment becomes, by virtue of a Presidential commission, an officer entitled to write U. S. A. after his name. Actually he writes and is compelled to write U. S. V. He is with but not of the Regular Army, and is not entitled to the privilege of staying in the service beyond his period of enlistment nor to be retired on part pay.

The talk at Madrid of abolishing the Spanish navy is an unexpected stroke of good sense. The present navy is neither fit to fight nor run away and there is no money to buy new ships and no commercial nor colonial need of them. So abolition would seem to be the right course.

Mgr. Antonini, one of the influential prelates and officials of the Vatican, is coming to America to attend the annual meeting of archbishops at Washington.

BUSINESS CARDS.

LYLE A. DICKEY.—Attorney at Law and Notary Public, P. O. box 756, Honolulu, H. L., King and Bethel Sts.

H. HACKFELD & CO., LTD.—General Commission Agents, Queen St., Honolulu, H. L.

F. A. SCHAEFER & CO.—Importers and Commission Merchants, Honolulu, Hawaiian Islands.

LEWERS & COOKE.—(Robert Lewers & J. J. Lowrey, C. M. Cooke.)—Importers and dealers in lumber and building materials. Office, 414 Fort St.

HONOLULU IRON WORKS CO.—Manufacturers of every description made to order.

WILDER'S STEAMSHIP COMPANY.—Freight and passengers for all island ports.

CANADIAN PACIFIC RAILWAY

The Famous Tourist Route of the World.

In Connection With the Canadian Australian Steamship Line. Tickets are Issued.

To All Points in the United States and Canada, via Victoria and Vancouver.

MOUNTAIN RESORTS: Banff, Glacier, Mount Stephens and Fraser Canon.

Empress Line of Steamers from Vancouver. Tickets to All Points in Japan, China, India and Around the World.

For tickets and general information apply to

THEO. H. DAVIES & CO., LTD. Agents Canadian-Australian S. S. Line, Canadian Pacific Railway.

TRANS-ATLANTIC FIRE INS. CO OF HAMBURG.

Capital of the Company and reserve, reinsurance 6,000,000
Capital their reinsurance companies 101,650,000
Total reinsurance 107,650,000

North German Fire Insurance Co OF HAMBURG.

Capital of the Company and reserve, reinsurance 8,800,000
Capital their reinsurance companies 35,900,000
Total reinsurance 44,700,000

The undersigned, general agents of the above two companies, for the Hawaiian Islands, are prepared to insure Buildings, Furniture, Merchandise and Produce, Machinery, etc.; also Sugar and Rice Mills, and Vessels in the harbor, against loss or damage by fire on the most favorable terms.

H. HACKFELD & CO., Limited

The Elgin

WORLD'S STANDARD FOR TIME KEEPING.

Should be in the pocket of every wearer of a Watch.

Many years' handling of Watches convinces us, that price considered, the Elgin is the most satisfactory of American Watches.

Cased in

Nickle, Silver, Gold Filled and Solid Gold.

We have a full line and sell them at right prices.

ELGINS reach us right.

ELGINS reach us right.

Elgins stand for what is right in time-keeping and lasting qualities, and this is why we are right in pushing the Elgin Watch.

Elgin Watch.

H. F. WICHMAN

BOX 342.

Metropolitan Meat Company

NO. 507 KING ST.

HONOLULU, H. I.

Shipping and Family Butchers.

NAVY CONTRACTORS.

G. I. WALLER, Manager.

Highest Market Rates paid for Hides, Skins and Tallow.

Purveyors to Oceanic and Pacific Mail Steamship Companies.

CLARKE'S B 41 PILLS

Are warranted to cure Gravel, Pains in the back, and all kindred complaints, Free from Mercury. Established upwards of 20 years. In boxes of 25 each, of all Chemists and Patent Medicine Vendors throughout the World.

Proprietors, The Lincoln and Midland Counties Drug Company, Lincoln, England.

Hamburg-Bremen Fire Insurance Co

The undersigned having been appointed agents of the above company are prepared to insure risks against fire on Stone and Brick Buildings and on Merchandise stored therein on the most favorable terms. For particulars apply at the office of F. A. SCHAEFER & CO., Agents.

German Lloyd Marine Insurance Co OF BERLIN.

Fortuna General Insurance Co OF BERLIN.

The above Insurance Companies have established a general agency here, and the undersigned, general agents, are authorized to take risks against the dangers of the sea at the most reasonable rates and on the most favorable terms.

F. A. SCHAEFER & CO., General Agents.

General Insurance Co. for Sea, River and Land Transport of Dresden.

Having established an agency at Honolulu and the Hawaiian Islands, the undersigned general agents are authorized to take risks against the dangers of the sea at the most reasonable rates and on the most favorable terms.

F. A. SCHAEFER & CO., Agents for the Hawaiian Islands.

Castle & Cooke, LIMITED.

LIFE and FIRE INSURANCE AGENTS...

AGENTS FOR

New England Mutual Life Insurance Co OF BOSTON.

Aetna Life Insurance Company OF HARTFORD.

Wm. G. Irwin & Co., LIMITED.

Fire and Marine Insurance Agents.

AGENTS FOR THE

Royal Insurance Company of Liverpool, Alliance Assurance Company of London, Alliance Marine

What the Kidneys Are For.

WHAT DOAN'S BACKACHE KIDNEY PILLS DO.

It's the duty of the kidneys to see that the blood keeps pure.

Not to make new blood—the food we eat does that, but to remove from the blood all the poisons and impurities—the waste matter—that is gathered up during its circuit of the body.

These poisons are deadly. If they are not taken out of the blood by the natural filters, the kidneys, they are carried back to the heart, and are started out again all through the body.

Of course they cause disease. We can't be healthy if our blood isn't pure.

When our kidneys are sick our back aches. That's a way they have of telling us they need help.

It's the duty of Doan's Backache Kidney Pills to cure sick kidneys. They know their duty well. They are performing it here in Honolulu.

Here's a case in point:

Mr. H. H. Smythe, of Inter-Island S. S. Co., this city, writes to tell us that he was afflicted with a lame back for a number of years. "Ascribing the cause of this to the kidneys and hearing about Doan's Backache Kidney Pills, I got some of them at the Hollister Drug Co.'s store. They relieved me so much that I am perfectly satisfied with the result of having taken them, and can recommend the pills to others, suffering from backache."

Doan's Backache Kidney Pills are becoming popular in Honolulu because they are always endorsed by Honolulu people.

Our kidneys filter our blood. They work night and day. When healthy they remove about 500 grains of impure matter daily. When unhealthy some part of this impure matter is left in the blood. This brings on many diseases and symptoms—pain in the back, headache, nervousness, hot dry skin, rheumatism, gravel, gout, disordered eyesight and hearing, dizziness, irregular heart, debility, drowsiness, dropsy, deposits in the urine, etc. But if you keep the filters right you will have no trouble with your kidneys.

Doan's Backache Kidney Pills are sold by all druggists and storekeepers at 50 cents per box (six boxes for \$2.50) or will be mailed on receipt of price by the Hollister Drug Co., Honolulu, wholesale agents for the Hawaiian Islands.

TWO SPECIALS

...FOR...

ONE WEEK

Ending Oct. 15th.

One for Each Department

1—FANCY FLOWER POTS, all sizes. See display in our small window.

2—ENAMELED SAUCE PANS, all sizes. See display in our large window.

The S. S. "Californian" is due any moment, with a large shipment of our celebrated Gurney Cleanable Refrigerators and Ice Boxes.

Refrigerators at \$10.50 and upwards, and Ice Boxes at \$7.50 and upwards, made of hard wood and elegantly polished. It will pay you to wait, as you will save money by buying a Gurney, as they use less ice than any refrigerator made.

W. W. Dimond & Co.
LIMITED.

Dealers in.....
CROCKERY, GLASS AND
HOUSEFURNISHING
GOODS.

53-55-57 King St., Honolulu.
Store open from 7:30 a. m. to
5:15 p. m., Saturdays included.

A WORD TO TRAVELERS.

The excitement incident to traveling and change of food and water often brings on diarrhoea, and for this reason no one should leave home without a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy. For sale by all druggists and dealers. Benson, Smith & Co., Ltd., agents for Hawaii Territory.

HAWAIIAN AFFAIRS
AT THE CAPITALCanard About Dole's Resignation.
The Third Judgeship--Protests
From Olaa Squatters.

WASHINGTON, D. C., Sept. 28.—The coming of Secretary Henry E. Cooper and Judge A. S. Hartwell, of Hawaii, from San Francisco was heralded far and wide over the States, as soon as they reached land and with it the story, of which nothing is known here in Washington, that they bore the resignation of Governor Dole. Some think it is only a canard set in motion by Judge Humphreys and his friends, but of the truth and character of the rumor, more, of course, is known in Hawaii than here. Judge Humphreys left for Chicago Thursday, Sept. 26 and announced that he expected soon thereafter to start for San Francisco and for his home. The first Monday that President Roosevelt was in the White House, Judge Humphreys called to pay his respects to the chief magistrate, as did all the government officials of any note who happened in the city. Judge Humphreys' call was simply one of courtesy. The day before he left Washington President Roosevelt sent a note to Attorney General Knox of the Department of Justice, announcing that he had dismissed the petition for Judge Humphreys' removal. That, as will readily be seen, closed the affair. Mr. F. W. Hankey, who represented the Hawaiian bar in the proceedings against Judge Humphreys, departed from Washington Monday Sept. 23.

It will probably be some days before Attorney General Knox submits his written opinion to the President regarding the validity of the legislative act for an additional circuit judge in Hawaii. Mr. Knox remained with the President for nearly an hour after the cabinet meeting Friday, Sept. 27, and discussed the Hawaiian judgeship as well as other matters with Mr. Roosevelt. As far as can be learned, the Attorney General is not necessarily committed yet against the appointment of an additional judge. He only has his doubts about the validity of the law and will investigate the matter thoroughly and arrive at a definite conclusion for the guidance of the President. Little can be learned about the attitude of Judge Humphreys in the matter, except that he stated in conversation his desire that an additional judge should be appointed. He was in conference with the Attorney General about the matter but the Department of Justice holds as confidential the report which he made to the Attorney General touching the judgeship.

The last mail from Hawaii brought to the Interior Department five sets of leather bound volumes, comprising copies of the laws passed by the territorial legislature and of the journals of the territorial senate and house. One complete set of these will be transmitted in due season to President Roosevelt and thence to Congress.

The Postoffice Department on Sept. 26 announced the appointment of E. J. Baumbarger to be postmaster at Kihel, Maui Island, in place of J. C. Long, deceased. It is a fourth class office and the appointment was made by the Fourth Assistant Postmaster General.

The postoffice at Hilo, Hawaii, will become an international money order office on October 1.

The following letter regarding steamers towing vessels has been addressed to the collector of customs at Honolulu:

Treasury Department, Sept. 1, 1901.
Sir—The Department is in receipt of your letter of the 28th ultimo, calling its attention to the fact "that several of the passenger steamers are doing a towing business at the suburbs in this (your) district," and expressing an opinion that it is not lawful for passenger steamers to engage in towing "while carrying passengers for hire."

In reply, you are informed that, passenger certificates being the highest class of certificates issued to steam vessels, vessels holding such certificates may engage in towing or any other business that any steam vessel may lawfully engage in without regard to classification. Respectfully,

O. L. SPAULDING,
Acting Secretary.

Collector of Customs, Honolulu, Hawaii.

The volume of correspondence and of communications between the government and people of Hawaii and the Interior Department is rapidly increasing. Every mail brings added evidence of this. The correspondence is on an increasing variety of topics, including contracts, bonds to ensure the thorough execution of the same, disposal of public lands, and the like. These questions are acted upon directly by the Secretary of the Interior, and in case of protests or complaints, forwarded to Governor Dole for his answer, before any decided action is taken. Accordingly, this official routine means generally four trips between Washington and Honolulu before a protestant or complainant receives an answer. That means over two months of time.

The Interior Department is very insistent on all protests being duly signed. About August 1st a protest against the sale of certain public lands in Hilo arrived. It was in typewriting, and was signed in typewriting, the name attached to the bottom of the 1-page document being simply "American Settlers Association." It went into the files of the department, but was otherwise completely ignored. The department wants signatures of individuals, and wants them in ink. This particular document was accompanied by a clipping from the Honolulu Republican, referring to the sale of lands in Hilo. The protest reads as follows:

Mountain View, July 15, 1901.
Notice is given of further disposal of

a large block of improved agricultural land, which is offered for sale at public auction by the Hawaiian Commissioner of Public Lands without any proclamation to the people. There are few, if any, that believe these provisions for disposal of lands to be legal, and it should not be held legal. These public lands are passing into the hands of speculators, which should not be countenanced from Washington.

It is our belief that the executive order of the President, issued September 11, 1899, never having been withdrawn or revoked, is still in full force and effect, and it ought to be till Congress is able to pass a law regulating the disposal of this property.

THE AMERICAN SETTLERS' ASSOCIATION.

There are but few other protests regarding the sale of public lands at the Department of the Interior. All of them, in fact, are regarded by the officials as of little import, as the department has made it known in Honolulu that it does not favor the selling of public lands in block, and that this property is to be disposed of to individuals as far as possible. Some months ago instructions were given Governor Dole not to allow the government auctioneer to bid in these lands at sales, nor to allow clerks in the land office to do so. A protest against the disposing of certain squatters was received away back last March, and also a protest from T. J. Ryan, of similar character, the same month. The protest first referred to reads as follows:

Olaa, Hawaii, March 15, 1901.
Hon. E. A. Hitchcock, Secretary of the Interior, Washington, D. C.

Not having been given to us through the public press that you have required the Governor of this Territory to report the facts relating to settlers upon the public lands of this Territory. To this we offer no objection; provided, that no action be taken on such report by the department until the settlers shall have been allowed to submit a report or evidence in relation to such settlement.

The Governor has taken an active part against the settlers from the start, commencing in June, 1899, and has in every way possible sought to dispossess the settlers ever since. We do not hesitate to say that Governor Dole is now and at all times since the date just above mentioned has been prejudiced against these settlers, and by reason of such prejudice and bias it is not likely that he will report all the facts, and will avoid reporting anything favorable to the settlers. We, the undersigned settlers in good faith upon said public lands, have made substantial and valuable improvements, and with bona fide intentions of filing upon the tracts upon which we have settled under the special laws promised in the resolution of annexation, when Congress shall have passed said special law, and we were offered an opportunity to make a legal filing thereon. We have at all times and do now seek an investigation of this subject by the federal authorities at Washington, and we pray that we may be accorded a hearing and allowed to show all the facts by sworn testimony.

H. A. GERLACH,
S. A. HUNTINGTON,
C. J. GIDDINGS,
E. A. HOBAN,
F. R. GIDDINGS.

As I wished no delay in sending, I could not reach but few settlers, so I forwarded some of them.

H. A. GERLACH.

Nine Miles P. O., Olaa, Hawaii.

As is already known in Hawaii, the department found that the claims of these settlers were without legal right, as there is no squatters' law for the Territory. Governor Dole's letter regarding the matter is on file at the department. In that letter he says justifying the bidding in of lands by the public auctioneer of the Commissioner of Public Lands, and by clerks of the office, saying that the charts were equally open to all, and that such officers had no advantage over the public. The department, however, thought it advisable to give preference any practice that might even be interpreted as an appearance of favoritism and consequently directed that the practice should be discontinued.

On complaint of Tully McKee, of Rochester Theological Seminary, about methods of conducting the social evil in Hawaii, the Interior Department some weeks ago ordered a report from the Governor of the Territory. That report was forwarded here by Acting Governor Cooper, quoting the law passed over forty years ago, authorizing the stockade and other regulations. Mr. McKee was one of those stirred up by such propaganda as Judge Humphreys has been distributing here, hoping to make capital in favor of his own cause therefrom. The department has forwarded to Mr. McKee a copy of Acting Governor Cooper's report. As that seems to be a satisfactory answer to the complaint, no further action is in contemplation by the department. ERNEST G. WALKER.

POWER TOO COSTLY.

Electric Cancellation Machines Will Not Be Sent Here Now.

There will be no electric cancellation machines installed in the local post-office just yet, owing to the fact that the cost of the machines would be too great for the department to bear. In the Mainland offices the highest expense for power for the operation of these labor saving machines is \$7 a month. The average is more than a dollar under this figure. So, when the estimate of the Hawaiian Electric Company of the cost of operating the machines in the local office was forwarded, there was immediate information that the machines would not come down just yet. The estimate for power here was \$20 a month, which made the margin greater than the Washington office would stand. In lieu of an electric machine it is probable that one to be operated by hand power will be sent down as soon as some improvements are perfected in its operation.

NO PRIVATE EXPERIMENT
Will Be Tolerated
By Board on Lepers.

(From Thursday's daily.)

The Board of Health sat down very hard yesterday upon the proposition of private experiments with leprosy, and it is hardly likely that any more applications will be made, at least, by local physicians who might think they have a sure cure for the disease.

The action was taken upon a request made by Dr. George J. Augur for the privilege of being allowed to treat one or more cases of leprosy in the incipient cases, such cases to be placed entirely under his professional care. The letter sent to him but half expressed the feelings of the members of the Board of Health as to the propriety of the request.

"It is the duty of any physician," said Dr. Cooper, "in behalf of humanity, to give freely to the world any medicine or nostrum which may be of some benefit to them. I am opposed to giving permission to any physician to treat leprosy in private."

"It has come to my knowledge," added President Sloggett, "that lepers have been treated privately by physicians in this city within the past few months. This conduct is reprehensible, and should be stopped. All cases must be sent to the Settlement, and if the cure proves successful, it will be returned to the physician who makes the discovery."

The following is a copy of the letter forwarded by Dr. Augur, defining the board's position:

Dr. George J. Augur, Honolulu:

Dear Doctor—The treatment by private practitioners of leprosy is a source of danger to the public, as foci of infection are formed, from which disease may be and probably would be spread. It is also contrary to law. Therefore, your request is denied, as are all other requests of similar nature which the Board of Health are in receipt of quite frequently from different parts of the world.

If you believe you have a remedy of some value in ameliorating the condition of those afflicted with leprosy, the board would suggest your sending through the superintendent of the Lepers Settlement a sufficient quantity of the remedy to Dr. Oliver, the physician in charge at the Settlement, requesting him to try the same, and to report to you, and also to the board, as to the success or failure of your remedy.

The Board of Health believes that Dr. Oliver would be pleased to undertake the experiment for you, although it rests with himself as to whether he will do it or not, and also providing that the lepers themselves are not unwilling.

The board moreover make it a rule to decline to incur any expense in testing any of the so-called leprosy cures which are constantly being brought before them. Yours very truly,

H. C. SLOGGETT,
President Board of Health.

MOLOKAI MATTERS.

Superintendent Reynolds reported upon the result of his investigation of the water supply at Molokai. He stated that the best plan would be to ditch the water from the two reservoirs, which were about 276 feet above the sea level, and this, with the use of 8-inch pipe, would give plenty of water for two patches and all necessary purposes. The board appeared to favor the sending of skilled labor to place the piping, but Mr. Reynolds was of the opinion that the work could be done by the lepers, though it would require a longer time. Final action was postponed until the cost of the pipe and the work could be ascertained.

The petition of J. E. Maullola to have his adopted son placed in the Bishop Home at Molokai, was denied. Superintendent Reynolds reported that the petitioner had no claim on the child, that it had formerly been cared for by his grandmother, who died last year, and was now in charge of another woman, who was giving him the best of care. He stated that it would be a hardship on both to separate them.

It was decided to advertise for bids for paid, to be in by October 15th. The tenders call for fresh packed palai weighing twenty-one pounds each, and to be furnished at the rate of from 1,200 to 2,000 per month.

REPORT ON INSANE ASYLUM.

The report of Superintendent Master of the Oahu Insane Asylum showed 117 males and 29 females in the institution for the month ending September 30th. This was a decrease of one man and one woman, since June.

PARASITES AMONG PORTO RICANS.

The following self-explanatory letter was read, and is to be sent to each government physician:

Dear Doctor—It having come to the attention of this office that severe cases of anemia, due to the parasite *ankylostoma duodenale*, is quite prevalent among the Porto Ricans on the various plantations, and throughout the island, I have been instructed by the president of the board to bring the following facts to your attention: In 1891 Dr. Lutz called the attention of the board to the prevalence of severe forms of anemia among the Portuguese, and claimed that it was caused by a parasite, *ankylostoma duodenale*, and stated that it could be successfully treated by giving large doses of thymol (twenty to thirty grains in capsules), repeated until the eggs were no longer found in the faeces. It is believed to be a specific for this disease. It is desired also to call your attention to the possibility of mistaking beriberi and pernicious anemia for what may prove to be anemia due to this parasite. Should you have any cases in your district the president of the board desires you to give this treatment a trial and report the result to this office. Yours very truly,
J. S. B. PRATT,
Executive Officer.

OTHER MATTERS.

A letter was read from Secretary Eleanor Woods of the Free Kindergarten, thanking the board for its assistance in the work of the society.

A letter from Dr. Cofer was read, giving the plague report of Hongkong

for the two weeks ending September 15th. There were seventeen new cases and the same number of deaths during that time, and it was suggested that greater vigilance than ever be exercised here.

The report of Daniel S. Bowman, sanitary inspector at Hilo, showed 922 inspections to have been made by him during September.

Attention was called to the practice of Chinese and Japanese scavenger wagons, leaving a trail of swill and slops along the streets, and the board decided to pass a resolution at the next meeting ordering that it be stopped. This action had no reference to the garbage collection department, referring only to those who collect slops to feed to swine.

A request was sent to the Public Works Department asking that certain stagnant ponds in Kewalo be condemned as insanitary and a menace to the public health.

A resolution was also adopted requesting the same department to enforce a former action of the board in condemning certain lots, and which had not been filled in as ordered. These lots are located near the corner of Queen and Ward streets, Queen and Cooke streets, South and Second streets, and on Magoon Lane, near Queen street.

NEWS OF WORLD
CONDENSED

The Sultan's health is failing.

"Iris" Pinero's new play, is praised. Kitchener has appeared for more solid.

Paderewski will seek new honors in America.

Count Von Waldersee is reported seriously ill.

The situation at Panama remains unchanged.

Kirk B. Armour, the Kansas City packer, is dead.

New recruits are being secured for the British army.

An automobile replaced a horse in a bullfight at Paris.

J. Pierpont Morgan has received threatening letters.

A "human monkey" tribe has been discovered in Java.

President Roosevelt may visit the Pacific Coast soon.

A British protectorate may be declared over Kowloon.

Lincoln's remains have been finally buried at Springfield.

George Pullman has married his sister-in-law, Mrs. Howard.

A powder explosion at Cosenza, Italy, blew up most of the town.

Mrs. Stanford will reach Palo Alto from New York this month.

W. Bayard Cutting Jr. is to study sugar making at Oxnard, Cal.

Henrik Ibsen, the Norwegian dramatist, is dying at Christiania.

Duke and Duchess of Cornwall have completed their tour of Canada.

Reno, Nev., may be a railway division station for the Southern Pacific.

Roosevelt called Platt to Washington to confer on New York politics.

Rev. George Lorimer has resigned as pastor of Tremont Temple, at Boston.

A. D. Shepard, general freight agent of the Southern Pacific, has resigned.

Prince Chun has started from Germany for China, via the United States.

Venezuela may raise funds by force. Castro may declare war on Colombia.

A new line of sailing vessels is to be put on between Vancouver and Liverpool.

A bloody fight between Mussulmans and Christians took place at Beyrout, Syria.

Asa R. Wells has been nominated for mayor of San Francisco by the Republicans.

Hays retires from the presidency of the Southern Pacific at the end of this month.

The Dowager Duchess of Manchester has paid her son's debts, amounting to \$35,000.

Miss Laura Genger and Lieutenant Bishop, U. S. A., were married at Des Moines.

George Pullman's wife has secured a divorce by default, with \$1,000 alimony per annum.

Sir William Ward has been appointed British Consul General for San Francisco.

Hulsey C. Tyos has been appointed director of fine arts at the St. Louis Exposition.

Boers may trek to Old Mexico, where 20,000,000 acres are said to have been offered them.

Julius Kruttschnitt has been appointed chief head of the Southern Pacific Railway.

J. Pierpont Morgan has purchased, for \$110,000, a famous landscape painting by Hobbema.

Dr. Vincenz Czerny, the famous surgeon from Heidelberg, is in San Francisco on a visit.

King Edward may be crowned Emperor in India when the South Africa war is ended.

Mrs. Perry Curtis, of Little Rock, Ohio, drowned her four children and committed suicide.

Dan Rice, a hunter of Nelson, B. C., was taken by surprise by a grizzly and annihilated to death.

Manley Lawton, son of the late General Lawton, is a captain in the Kentucky National Guard.

Charles Tilton, of New Hampshire, is dead. He was a western pioneer, and amassed a fortune.

Joseph Shacht, seven years old, fell from the bluff of Telegraph Hill, San Francisco, and was killed.

Two men were adrift for eighteen hours in San Francisco bay on the hull of the sloop-yacht Gracie.

Levi P. Morton's daughter, Helen, is to marry the Count De Perigord, son of the Duke of Talleyrand.

The Phoenix Assurance Company of London, and Atlas Assurance of London, are to be amalgamated.

Kitchener is said to be at "outs" with the war office. He may give up the struggle in South Africa.

Captain Sycamore of the Shamrock threatened to ram the Columbia if she crossed her bows a second time.

Botha attacked a fort in Zululand and was repulsed with heavy loss. The British losses were also heavy.

A strange young woman has been trying to break into army society circles at the Presidio, by representing herself a sister of Lieutenant Smedburg, U. S. A.

Admiral Vakarrel has made a request of the Queen Regent for funds for naval defenses. In the event of a refusal the Spanish navy may be abolished.

Captains James Forsyth and George E. Ide, U. S. N., have been placed on the retired list upon their own application, with rank of rear admirals.

Rev. W. G. Spencer, chief secretary of the Church Extension Society, one of the best known Methodist ministers in the United States, died at Philadelphia.

The Junction of the Manchurian line with the Trans-Siberian Railway will be opened on October 5th. Traffic will be opened on the entire system November 5th.

The House of Deputies at Melbourne has adopted a clause of the Immigration

BY AUTHORITY.

NOTICE TO TAXPAYERS.

The taxpayers are hereby notified that the Income Tax for 1901 is now due and payable to the Deputy Assessors of the several districts.

Section 10 Act 29 Session Laws 1901: The Taxes on Income imposed shall be due and payable on or before the fifteenth day of November of each year; and any sum or sums annually due and unpaid after the said fifteenth day of November shall have added thereto ten per cent on the amount which shall be and become a part of such Tax. Interest at the rate of nine per cent per annum shall be added to the amount of such Tax and penalty from the time same shall become due.

All Income Tax not paid by November 15th will be delinquent.

The Delinquent List will be Published after December 1st, 1901.

JAMES W. PRATT,
Assessor First Division Island of Oahu.
October 8th, 1901. 6983

Auction Sale of Delinquent
Sugar Stock.

ON SATURDAY, OCTOBER 19, 1901, at 12 o'clock noon, at my salesroom, 65 Queen street, Honolulu, I will sell at public auction by order of the Treasurer, Mr. Elmer E. Paxton, the following certificates of stock in the Olaa Sugar Co., Ltd., unless the fifteenth assessment, delinquent September 20th, with interest and advertising expenses, is paid on or before the day and hour of sale at the offices of the B. F. Dillingham Co., Ltd., Stangenwald building, Honolulu.

Cert.	Name.	Shares.
347	H. McKechnie	17
542	Mary E. Wynn	67
589	Lee Kee	2
619	See San Yoo	5
1025	Lewis S. Gear	25
1267	W. L. Howland	10
1340	Miss H. C. Hitchcock	100
1428	Samuel de Freest	25
1429	Samuel de Freest	8
1448	H. McKechnie	10
1537	H. McKechnie	50
1897	J. H. Stewart	5
1898	C. P. Renton	1

JAS. F. MCNEIL,
Auctioneer.

ELMER E. PAXTON,
Treasurer.

Honolulu, October 7, 1901. 2382

Olaa Assessments.

THE 14th, 15th, 16th AND 17th ASSESSMENTS of 50c each, are now bearing interest at the rate of 1 per cent per month.

THE 18TH ASSESSMENT of 2½% of 50c per share, has been called, to be due and payable October 21.

THE 19TH ASSESSMENT of 2½% of 50c per share, has been called, to be due and payable November 20th.

OYSTER CAN GROW HERE

Protection Needed Against Its Enemies.

OYSTERS, if properly protected from their enemies, the starfish and crab, can be grown in Hawaiian waters as successfully as in any other waters on both the Atlantic and Pacific coasts. The recent investigations of the experiments in oyster cultivation in Pearl Harbor showed that the oysters had not lived and the experiment to all intents was pronounced a failure. W. N. Armstrong, who has had wide experience in the propagation of oysters along the Atlantic coast, fails to see that the result of this experiment proves that the cultivation of the bivalves cannot be carried on successfully if the same precautions as are employed by the French cultivators are established here. Time and patience are two attributes in the raising of oysters which are essentials which must be taken into consideration.

"The conditions for raising oysters in Pearl Harbor," said Mr. Armstrong yesterday, "are wholly favorable. The existence of shell mounds at various places in the harbor indicates that the oyster flourished here at some previous time. They were of an excellent shape although the shells appear to be thicker than the ordinary ones owing probably to the existence of so much lime in the water. That part of the Island of Oahu was thrown up by some eruption, a distance of some thirty feet, and probably all the oysters were then destroyed, and there has been no growth since then that has amounted to anything. The oyster flourishes in the tropics as well as in the temperate zones. An excellent quality is found in Tahiti. The late British Commissioner Hawes stated that he had found quite an abundance of fine oysters on the coast of Tahiti. In the Gulf of California very large and luscious oysters are found. On both sides of Cuba there are excellent oysters. They flourish in warm waters. In the Gulf of Mexico all along down the coast of Texas to the Mexican line they are found in quantities. It is conceded, however, that the oyster of the tropics is not quite as fine as that obtained in the colder regions.

"The water of Pearl Harbor contains just the proper mixture of salt and fresh water to produce a good oyster. It is of the same quality as the water of the Chesapeake Bay in which the largest quantities of oysters in the United States are produced. Prof. Agassiz, when he was here two or three years ago, looked into the matter and agreed that there was no reason why the oysters should not flourish here as well as elsewhere and strongly advised that experiments be made.

"But the oyster in every country has to fight its enemies. In Long Island Sound where the finest quality are found for the eastern American market, the starfish is so destructive that it at times imperils the industry. Cases are known where a body of starfish have settled on a body of oysters and have destroyed in twenty-four hours as many as 30,000 bushels. In the Bay of San Francisco the same difficulties are met with, and probably the most expensive oyster grounds in the United States are in San Francisco Bay because they have to be protected by upright planks driven into the mud like a stockade so that the starfish cannot penetrate it. In the event of the loss of a single plank starfish would certainly get in and destroy large quantities. These enemies have largely interfered with the growth of the oyster industry in the waters around California.

"Small experiments have been made in oyster growing in Pearl Harbor but they have not been conducted intelligently or with skill, and it is not surprising there has been no success in the venture. All the oysters that have been planted there have not been protected from the crabs and starfish and perhaps other fish. The difficulties of raising oysters here cannot be any greater than in the Bay of San Francisco and in some parts of the Eastern States where protection is obtained only at vast expense.

"Probably the French system of oyster culture would be the most successful in the Hawaiian Islands. If a fish pond covering half an acre, was properly prepared and the sides either cemented or walled in to prevent the crabs or starfish from coming in, and the communication between the harbor and pond made through thin wire sieves so as to permit the free ingress and egress of water at all times, there would be every reason to believe the oyster would thrive. After the oysters were planted in the pond they would have to become acclimatized, for experience shows that oysters will not breed immediately after removal, and in some cases they will not breed for two or three years. If the oysters thrive, as they will thrive, and experience shows they do thrive here, then after the acclimatization has set in the breeding will take place. Then if the enemies are carefully excluded, the spat or spawn will fix itself to any rocks or smooth substances that may be in the pond. These spawn would be removed after a few months to another pond and the small oysters given more room. This is the French system which is practiced with great success for the Parisian market.

"There one class of laborers does nothing but to catch the spawn of the oyster and when it is the size of a pea it is sold to another class of laborers who plant these small oysters in rows in the bottom of ponds and then transfer them from time to time to larger



ponds. This is done with such skill and rapidity that the cost of raising oysters is small. The illustration of the oyster is taken from the book written by Prof. Brooks of Johns Hopkins University, when he was commissioner for the State of Maryland, and conducted investigations into the propagation of the oyster industry. The illustration shows an oyster in the right valve of the shell, dissected so as to show the internal organs. The anterior end of the body is at the top, and the dorsal surface, on the right hand; b, the mantle; c, the muscle; d, the heart; e, the gill; f, the liver; g, the stomach; h, the intestine; i, the mouth; j, the anus; k, the foot; l, the siphon; m, the eye; n, the ear; o, the nose; p, the tongue; q, the teeth; r, the skin; s, the hair; t, the nails; u, the bones; v, the muscles; w, the nerves; x, the blood vessels; y, the lymphatics; z, the reproductive organs.

"It would probably take from three to five years to establish the business in Pearl Harbor. That is, to find out the best conditions under which they can be raised. It is not a matter of much expense, but of careful watching and creating the right conditions. If the true method of protecting young oysters is once found out, then the business can be carried on to an indefinite extent, and probably ten acres would fully supply the city of Honolulu, and this food should then be the cheapest fish food in the market. In Kaneohe Bay there is a vast extent of ground that can be used for oyster cultivation, but nothing can be done until the preliminary experiments in the way of protecting the oysters in their first stages have been established.

"In Chesapeake Bay, where the industry is carried on to a very large scale, the oyster has enemies, especially the crab, but there is such a vast amount of ground under water which contains shells and suitable material for carrying the spawn of the oysters that even after the destruction of many millions of young oysters, there is still enough left to supply the general demand.

"It is probable that the United States Fish Commission will in time send out an expert to study the subject. The expert will probably throw considerable light on the matter, but after all his investigations, he will come to the conclusion, and that is in order to make the cultivation successful, the oyster here must be protected, as in many other places, and when that is done, there will be no difficulty in obtaining all the oysters that are needed for home consumption. Emperor Napoleon III, after the oyster beds of France had been exhausted, caused the matter to be investigated by experts who visited the United States and England, and then established the artificial propagation of oysters, and in one section alone of the Bay of Biscay, by the protection afforded the young oysters, the output was raised from 4,000,000 to 30,000,000. In this case they used roof tiling, piled it up on the seashore, and the spat of the oysters floating in from the ocean, fixed itself to 'diatoms' are generated in the sea, as well as in the fresh waters, and the oyster flourishes best at the junction of the sea and fresh water.

An examination of the water of Pearl Harbor shows an abundance of 'diatoms' of both kinds, which settles the question as to whether the oyster can obtain sufficient nourishment to live. The hairs which appear as a fringe on the oyster in the illustration, are the instruments by which the oyster feeds himself. These are constantly in motion, and as the water passes through between the shells, the diatoms are caught on these hairs and moved toward the mouth. The oyster cannot reach for his food, but catches it out of the moving water by these innumerable hairs. If the water moves rapidly, he is able to increase the amount of his food and becomes fat. If he lays in stagnant water or in water which moves slowly, the food is decreased, and the oyster starves.

"The large Eastern oyster that is consumed so largely in San Francisco, and which is grown in the Bay of San Francisco, is distinct from the native California oyster. It is not so fine as the native oyster, probably owing to the excess of fresh water in the bay. Experts claim that the native California oyster is a better flavor than the Eastern oyster grown in the bay. There is already an export trade of the latter to Eastern markets. Both kinds should be experimented with here."

Mr. Armstrong will soon depart for the Coast, and will undertake the planting of oysters in a small inlet branching off from San Diego Harbor. He has found conditions there extremely favorable to the propagation of the oyster. It was only recently that the right was secured

to make use of the inlet for oyster cultivation, and Mr. Armstrong's services were requisitioned by those in charge of the matter to plant the oysters as an experiment.

THE LITTLE WHITE CORDS.

Those little white cords called nerves—the human body is full of them. The brain is the nervous centre, and from it the nerves run out to almost every point in the system, somewhat as telegraph wires radiate from a great city like London.

In some ways, which no man is cunning enough to understand, the nerves are conductors of sensation and of power. You have no doubt seen cases of more or less complete paralysis. Sometimes they are so dreadful and shocking that one turns from the sight in disgust and horror.

Yet to the action of the nerves we owe all our feelings of pleasure. Without them we should be insensate and helpless as logs of wood. Nay, worse, we should have no life at all; not even the life of a creeping vine or of a sleepy oyster.

A man may have the bulging and knotted muscles of a prize fighter, but unless his nerves operate naturally he has no strength. You see it, it all comes from the head, as the electric current comes from a battery.

Now the nerves, if we hope to keep them in order, must be fed—just as the rest of the body must be. Weak nerves always cause pain or some other sort of discomfort or distress.

This is why Mrs. A. Sanderson, who lives at 51 Brown street, Adelaide, S. A., had so miserable a time from neuralgia for nearly nine years. The pain was so intense that she lay awake whole nights on account of it—an experience much more common than it should be among women.

The lady's appetite failed, and, as might be expected, she got weak from want of her proper food. It was, therefore, a hard task (I mean the ordinary home work) it was a hard task to do even the easiest part of it.

In a letter which she was good enough to write on the 23rd of April of this year (1900), Mrs. Sanderson says:—"I was in this state for about nine years, as I have already said. The doctors prescribed for me, and I tried scores of things that people recommended or that I came to hear of.

"Although I hoped and prayed that some of these numerous medicines would prove to be just what I needed, none of them did.

"About three years ago some one happened to speak to me of what a splendid remedy Mother Seigel's Syrup is for indigestion, dyspepsia, rheumatism, nervousness, and, in fact, any complaint arising from impurity of the blood.

"I was talked into trying Mother Seigel's Syrup, and have congratulated myself on it from that day to this.

"Before I had finished two bottles I was better, and in a month the neuralgia was gone and my appetite restored. Now I enjoy my meals, sleep well, and have good general health.

"I am well known in Adelaide, and you have my consent to the publication of my case."

McKinley's Will.

CANTON, O., Sept. 30.—The will of President McKinley was admitted to probate today. In pursuance of the wishes of Mrs. McKinley, and upon her signed recommendation, the court appointed Judge William R. Day and Secretary George B. Cortelyou, administrators. A joint administrators' bond of \$100,000 was filed. In their application for letters testamentary Judge Day and Secretary Cortelyou say that the amount of personal property left by the late President will be about \$149,000, and of real estate about \$70,000, aggregating about \$219,000. Mrs. McKinley remains in about the same condition. She took her usual toilet today.

Dole Has Not Resigned.

WASHINGTON, Sept. 30.—Henry E. Cooper, Secretary of Hawaii, has arrived today and denied the report that he was bearing the resignation of Governor Dole to the President. Mr. Cooper said that, so far as he knew, Governor Dole not only has not resigned, but has no intention of resigning. To him the Governor had not even mentioned or intimated that he had any such purpose in view.

MANCHURIA'S MINERALS

Gold Mines May Be of Great Value.

"Manchuria is a very valuable country," said Mr. L. W. Smith, of San Francisco, last evening, in discussing the East, at the Hawaiian Hotel. Mr. Smith is a Californian, whose connection with the Russian Fur Company has taken him to Northern Siberia during the past year, and who, on his way home has stopped here to look into the conditions of sugar and labor. Continuing, he said: "There is no way to estimate the mineral wealth of that country, for the whole of it has not been exploited as yet.

"The mines of Korea will yet surprise the world with their wealth. In conversation with a member of the engineering staff of the American company which has the concession in the north of Korea, just a few miles from the boundary line of Manchuria, he expressed the opinion that the developments in that section of the country would be very great, and that when the Manchurian mineral was developed there would be found even greater wealth. The ores are not of high grade, but it is the belief that the ledges when they are found will be of immense extent. His description of the country leads me to believe that there is simply a succession of low, rolling hills, lower than the California foothills, and he said that in every valley there is found some gold in the stratum above the bedrock. So far, this is not worked, as the stratum is light, and there is no way to tunnel for this gold, the ground being simply light soil, which gives way in the pressure of water.

"It is very probable that there will be much wealth found in the entire Manchurian district. The general opinion in the East is that once Russia has taken over that territory the country will be made purely Russian. The railroad down through the country is doing much good, and the Russian people never give up once they set out to do anything. It may be delayed, but never defeated. There is, of course, much feeling in the East between the Russians and the Japanese, and there are many persons in both countries who fear that there will be a collision at some time between the nations, and it is a fact that there is a great deal of bad blood. This is seen in all lines, and whatever the result, the feeling, with its effect upon the business relations of the country, will continue for some time.

"The trade of Siberia, especially of the sea coast of that country, is greatly on the increase, and with it the trade of the western coast of America must grow in proportion. There is no place in the East where the growth of the American trade is so well shown as in the Siberian towns. For instance, the government itself is closely watching everything developing in the United States. On the America Maru there was an engineer whose mission to the United States was to investigate the progress in railway equipment. He intends to look into cars and shops and will continue on his way to St. Petersburg, traveling east.

"All over the East there is a feeling of growing trade. In Russia the government is preparing for development along all lines, and is protecting its own people. There has been a great amount of change in methods of the scalars on the Copper Island rookeries, the Japanese having been warned off by the Russians, and many captures being made during the season. There seems to be a plan among many Japanese sailors of giving their schooner American names, which may account for the reports seeming to include American ships."

DUKE OF YORK AT VANCOUVER

VANCOUVER, B. C., Sept. 30.—The Duke and Duchess of Cornwall and York arrived here at noon today. As the royal train rolled into the station a royal salute was fired by the ships of the Pacific squadron, royal navy, now at anchor in the harbor. Preceded by carriages containing Sir Wilfred Laurier, the premier of Canada, and the Countess of Minto, wife of the governor general of Canada, and the members of the Duke's staff, the royal couple were driven to the court-house, their carriage was drawn by four horses ridden by postillions, and they were accompanied by a guard of honor composed of sixty members of the northwest mounted police.

On a covered platform at the court-house, the Duke and Duchess were received by the mayor, the aldermen, the local clergy and the Corps of Kings' command.

A formal address of welcome was presented to the Duke, to which his Royal Highness, who wore an admiral's uniform, replied in a happy speech. Then the Duchess was presented by the local council of women with a beautiful morocco-bound album of British Columbia views. The Duchess, who was dressed in black, looked handsome, and accepted the gift in a few words of thanks.

Re-entering the royal equipage, the Duke and Duchess were then driven slowly about the principal streets, which were lined with 50,000 cheering people. The Duke kept his hand constantly at the salute, and the Duchess bowed and smiled from right to left as the carriage moved slowly along. At 1 o'clock a halt was made at the new drill hall, which was formally occupied by the Duke. Then his Royal Highness presented medals to about forty South African heroes and to a Red Cross nurse.

Luncheon was then served in the mess dining rooms. At the royal table thirty sat down, including the royal party, Mayor Townley and Mrs. Townley, Colonel Worsnop and Mrs. Worsnop, Sir Charles Hibbert Tupper and Lady Tupper, Admiral Beaumont, G. R. Maxwell, M. P., and Mrs. Maxwell.

In a separate apartment were the attaches of the Duke, the aldermen and various lesser local officials.

Luncheon over, the Duke and Duchess were driven to the Hastings lumber mill, which was in full operation for their benefit. School children sang patriotic songs and gave an exhibition drill. Tonight the Duke and Duchess dine and sleep on board the flagship Warspite.

SKIN TORTURES

And Every Distressing Irritation of the Skin and Scalp Instantly Relieved by a Bath with CUTICURA SOAP

And a single anointing with CUTICURA, the great skin cure and purser of eruptions. This is the purest, sweetest, most speedy, permanent, and economical treatment for torturing, disfiguring, itching, burning, bleeding, scaly, crusty, and pimply skin and scalp humours with loss of hair, and has received the endorsement of physicians, chemists, and nurses throughout the world.



Millions of Women

Use CUTICURA SOAP, exclusively, for preserving, purifying, and softening the skin, for cleansing the scalp of crusts, scales, and dandruff, and the stopping of falling hair, for softening, whitening, and soothing red, rough, and sore hands, in the form of bath for annoying irritations, inflammations, and chaffings, or too free or offensive perspiration, in the form of washes for alleviating weakness, and for many sensitive antiseptic purposes which readily suggest themselves to women, and especially mothers, and for all the purposes of the toilet, bath, and nursery. No amount of persuasion can induce those who have once used it to use any other, especially for preserving and purifying the skin, scalp, and hair of infants and children. CUTICURA SOAP combines delicate emollient properties derived from the CUTICURA, the great skin cure, with the purest of cleansing ingredients and the most refreshing of flower odours. No other medicated soap ever compounded is to be compared with it for preserving, purifying, and softening the skin, scalp, and hair of infants and children. No other foreign or domestic soap is so effective for all the purposes of the toilet, bath, and nursery. Thus it combines in ONE SOAP at ONE PRICE, the BEST skin and complexion soap, the BEST toilet soap and BEST baby soap in the world.

Complete External and Internal Treatment for Every Humour. Consisting of CUTICURA SOAP, to cleanse the skin of crusts and scales, and the thickened cuticle, CUTICURA Ointment, to instantly allay itching, inflammation, and irritation, and soothe and heal, and CUTICURA RESOLVENT, to cool and cleanse the blood. A SINGLE SET is often sufficient to cure the most torturing, disfiguring, and humiliating skin, scalp, and blood humours, sufficient to cure the most torturing, disfiguring, and humiliating skin, scalp, and blood humours, sufficient to cure the most torturing, disfiguring, and humiliating skin, scalp, and blood humours. All about the Skin, Scalp, and Hair, free. POTTER DRUG AND CHEM. CO., Sole Props., Boston, U.S.A.

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Steamers of the above companies will call at Honolulu and leave this port on or about the dates below mentioned:

FOR CHINA AND JAPAN.		FOR SAN FRANCISCO.	
PERU	OCT. 12	AMERICA MARU	OCT. 15
COPTIC	OCT. 22	PEKING	OCT. 15
AMERICA MARU	OCT. 30	GAELIC	OCT. 22
PEKING	NOV. 7	HONGKONG MARU	NOV. 7
GAELIC	NOV. 14	CHINA	NOV. 14
HONGKONG MARU	NOV. 28	DORIC	NOV. 14
CHINA	NOV. 30	NIPPON MARU	NOV. 28
DORIC	DEC. 18	PERU	DEC. 18
NIPPON MARU	DEC. 18	COPTIC	DEC. 18

For general information apply to P. M. S. & Co.

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AGENTS.

COMPANY WIPED OUT

Command of 9th U. S. Infantry is Slaughtered.

MANILA, Sept. 29.—A disastrous fight between United States troops and insurgents occurred yesterday in the island of Samar, near Balangiga. A large body of insurgents attacked Company C, Ninth United States Infantry, only twenty-four members of the company escaping. All the others are reported to have been killed. The company were at breakfast when attacked and made a determined resistance, but the overwhelming number of the insurgents compelled them to retreat. Of the survivors who have arrived at Basey, eleven are wounded.

According to the latest returns the strength of the company was seventy-two. The survivors include Captain Thomas W. Connell, First Lieutenant Edward A. Bumpus and Dr. R. S. Griswold, surgeon.

Captain Edwin Bookmiller of the Ninth Infantry reports that General Hughes is assembling a force to attack the insurgents.

The insurgents captured all the stores and ammunition of the company, and all the rifles except twenty-six.

Captain Lawrence J. Hearn of the Twenty-first Infantry reports a severe engagement with insurgents near Candalaria, the Americans losing one killed and two wounded. The insurgent loss has not been ascertained. The Americans captured 30,000 pounds of rice and several hundred rounds of ammunition.

MANILA, Oct. 3.—The latest advices from the island of Samar give harrowing details of the slaughter of the members of Company C, Ninth United States Infantry, last Saturday at Balangiga. They state that the President of the town, claiming to be friendly, led the assault in person.

The fight was long premeditated, and the Filipinos were called to commit the slaughter by the ringing of church bells at daylight. They got between the soldiers, who were breakfasting, and their quarters. The insurgents were mostly armed with bolos, but they had a few rifles with them.

On hearing of the slaughter, Colonel

Isaac D. de Russey of the Eleventh Infantry started for the scene immediately with a battalion. The body of Captain Connell had been tied at the heels, saturated with kerosene, and partly burned. Forty-five bodies have been buried in a trench, leaving seven unaccounted for. The charred remains of many were recovered. In numerous instances the bodies had been badly mutilated.

Three hundred Maccabees will also be dispatched to the scene of the massacre on board the Legaspi.

NEW YORK, Oct. 2.—A cable to the Sun from Manila says: General Chaffee has sent a battalion each of the Seventh and Twenty-sixth Regiments to Samar, and the severest kind of warfare will be waged against the rebels of that district. During the past few months the American troops have been restricted in their operations by rains, which are still prevailing.

The navy, which is co-operating with the army, has sent three gunboats to Samar. Commander Marix will go to China and Japan to arrange for the purchase of twenty steamships, which will cost \$1,600,000. These vessels will be used for the insular revenue service, and will also provide complete inter-island communication.

The new civil code became operative yesterday.

THE KAISER IS MEDDLESOME

LONDON, Oct. 3.—The Berlin correspondent of the Times says the main difficulties between Emperor William and the representatives of the City of Berlin have been thrown into the background by the dispute regarding the advisability of permitting tram lines to cross Unter den Linden, Berlin's principal and most beautiful thoroughfare.

Most people sympathize with the Kaiser's determination to prevent Unter den Linden being disfigured. The question, however, has now assumed a more serious aspect, since it is learned that certain exalted personages led the Berlin magistrates to believe that the Kaiser approved their scheme and the municipality bought the tramway systems from Herren Siemens and Halske for 10,000,000 marks (\$2,350,000).

The incident is regarded as another proof of the lack of regular personal intercourse between Emperor William and his Minister. It is said that the Emperor has given orders that the plans for every architectural project in Berlin are to be submitted to him. Even the journals most strongly favoring the Government dissent from this decision.

A cablegram to the Times from Wellington, N. Z., says the charge against the missionaries of London Mission, in Samoa, of interfering with the freedom of the natives to attend the Kaiser's birthday celebration, has been absolutely disproved, after the fullest investigation in Berlin and Samoa.

WHARF AND WAVE.

ARRIVED.

Tuesday, October 8.
A. H. str. Californian, Lyons, from Tacoma.
Schr. Kaluani, from Ewa.
Str. Lehua, Napala, from Molokai ports.
Am. bkt. Planter, Chase, 23 days from San Francisco.

WEDNESDAY, OCTOBER 9.

O. S. S. Sierra, Houdlette, from San Francisco.
O. S. S. Sonoma, Van Oterendorp, from the Colonies.
Str. Iwaland, Greene, from Kauai ports.
Gaso, schr. Eclipse, Townsend, from Maui and Kona ports.
Tug Leslie Baldwin, from Kahului, 9:30 p. m.

THURSDAY, OCTOBER 10.

Am. bkt. Robert Sudden, Jansen, from Newcastle.
Am. bkt. W. H. Dimond, from San Francisco.

DEPARTED.

Tuesday, October 8.
S. S. America Maru, Gohg, for San Francisco, noon.
Str. Kinau, Freeman, for Hilo and way ports, noon.
Str. Mauna Loa, Simerson, for Lahaina, Maialaea, Kona and Kau ports, 12 m.

Str. Claudine, Parker, for Maui ports, 5 p. m.
Str. Mikahala, Gregory, for Kauai ports, 5 p. m.
Str. Nihau, Thompson, for Anahola, 5 p. m.
Str. Wainalea, Piltz, for Koloa, 4 p. m.

Schr. Lady, for Kauai ports.
Am. schr. Mary E. Foster, Thompson, for San Francisco.

WEDNESDAY, OCTOBER 9.

S. S. Sonoma, Van Oterendorp, for San Francisco, 12 m.
Str. Noeau, Wyman, for Hanalei and Ahukini, 4 p. m.
S. S. Sierra, Houdlette, for the Colonies, 12 p. m.

Schr. Kawaihine, for Koolau ports.
Schr. Mille Morris, for Koolau ports.
Tug Leslie Baldwin, for Kahului, 11:15 p. m.

THURSDAY, OCTOBER 10.

S. S. Sierra, Houdlette, for the Colonies, 6:15 a. m.
Str. J. A. Cummins, Searle, for Oahu ports.
Str. Iwaland, Greene, for Kauai ports, 5 p. m.

STILL IN HANDS OF THE BRIGANDS

PARIS, Sept. 28.—A Paris newspaper correspondent sends word to the Figaro, on the staff of which he is employed, that he has just returned from a visit to Miss Ellen M. Stone of the American Board of Foreign Missions, who is held by brigands in a mountainous region of Turkey.

The correspondent writes that he succeeded in locating Miss Stone in an almost inaccessible mountain gash. The chief of the outlaws permitted the correspondent to see Miss Stone and talk with her. Miss Stone told her visitor that she had been treated with exceeding courtesy over all the time of her captivity. She said that she wished she had more. The desire was repeated to the chief of the brigands, who at once posted a courier off to Constantinople to secure a supply for her. This meant a week of steady traveling by mule over dangerous and rocky mountain paths.

The leader of the brigands told the correspondent that unless a ransom of \$25,000 was forthcoming within thirty days Miss Stone would either be put to death or compelled to marry one of the bandits. It is believed that the bandit will keep his word.

The situation recalls the capture by these same brigands in the same region six years ago of Mme. Gerard de Tréville, a beautiful French heiress, who is now a Carmelite nun. Through the diplomacy of a Turkish official by whom the ransom was negotiated, the money failed to reach the bandits. The lovely French girl was therefore forced to become the wife of a member of the outlaw gang. She was rescued seven months later in a battle in which her father killed her bandit husband.

Hawaiian Village a Failure.

According to the latest advices the Hawaiian Village at the Pan-American Exposition has not lately met with any success. During the last part of the season it has not made any profits, so the whole proposition has been a losing game. Word has come that on the 21st or 22d of September the management cancelled the contracts of ten of the performers, who will now start out in business on their own hook. This was done by the management to save paying for the remainder of the term, which ends October 31.

Canal Treaty Almost Completed.

LONDON, Sept. 28.—Correspondence regarding the Nicaragua canal treaty has ceased, the treaty being in form for signature. The only authoritative information obtainable about it here is that it is considerably better for the United States than the preceding one. The utmost reserve exists respecting the neutrality clause. In other respects the treaty follows the general lines of the old one.

The Jesuits Protest.

LONDON, Oct. 2.—The Paris correspondent of the Times says the Jesuits have published a long address on the eve of their departure from France. They explain that they cannot submit to the law of associations and apply for authorization under it, as by so doing they would have to admit the existence of a power higher than the church.

The reason for the delay of the British in South Africa is said to be caused by officers carrying with them on the marches, pianos and furniture.

In the Nova Scotia elections the representatives of the government have been elected by a great majority. The Liberals carried very few.

An American agent in Spain has secured the Gordan affair, and experiments will be made with it in the United States.

The relations between Papa Zimmerman and his titled son-in-law, the Duke of Manchester, are not as cordial as formerly.

OPEN PEARL HARBOR BAR

Work Will be Under Way Without Delay.

WORK on the preparations for dredging the entrance to Pearl Harbor will be commenced at once, Capt. Samuel Henry, of the firm of Clark & Henry, contractors for opening the harbor by taking out the bar at the entrance, arrived in the Sierra yesterday, and will inaugurate work at once. Capt. Henry brought with him Chief Carpenter Howe, who will superintend the building of the scows which will be needed in the work, and Engineer Walker, who will have charge of the dredger.

The first thing to be done here is the construction of three scows for the plant of the company. One of these will be thirty-six feet beam by seventy-two feet long and will serve as the vessel for the dredging machinery. This scow will be of exceptional strength and will be equipped with a most complete set of machines. The engines for this part of the work are now on the way here, and the dredging machinery proper will be shipped long before all the wood-work has been completed. The other scows will be of the ordinary dumping pattern. They will be used in the carrying to sea of the sand taken from the newly made channel.

The building of these will occupy several weeks, but as the work of getting ready for the undertaking of the enterprise has been set back by the San Francisco strike, the engineers of the War Department, under whom the work is to be done, have signified that there will be no strict holding down to the time for the commencement of the work, the company being granted the ruling that the building of the vessels to be used in reality such commencement. It had been the intention of the company to have the scows built in San Francisco and then taken to pieces for shipment here, and reerection. The tie-up of business made this impossible and the superintendent was brought here and everything will be done right on the ground.

The next step of Capt. Henry will be to find a tug to tow the scows out to sea. He hopes that he will be able to make an arrangement with the Territory to have the use of its tug, as he wants to give all the business he can to local interest. However, he said last evening, that he had his eye upon two tugs at the coast which he could secure, in case it became necessary to bring one here, so that there would be no delay in the work.

The dredging machinery of the company will be of two kinds, both the clam shell and the orange skin dippers being used. The former has two scoops which close like jaws upon the material to be lifted, while the latter is made up of four one-eighth spheres, which come together when imbedded and form a cup which lifts sand or mud into which the dredge is imbedded. These will be used interchangeably according to the kind of substance encountered.

Capt. Henry said last evening in discussing the work: "We will get to work as soon as possible, as we want to get through as rapidly as we can. From what we know of the opening in the reef, we believe that we will encounter nothing but the coral sand which will make easy dredging. Very soon Capt. Thompson, who will be the inspector in charge of the work for the government, and one of the members of the firm, Mr. E. E. Haas, will be down here. They will make a thorough survey of the channel which is to be dredged, and then work will begin. As soon as the preliminaries are fixed I shall leave for the coast, and Mr. Haas will have charge of the work."

"There is no time limit fixed upon the conclusion of the work, as there are too many things which will affect the results to be accomplished. For instance a Kona storm would prevent work for a long time and there might arise some such disturbance which would lay out our machines for a long time. We expect to have no trouble. In view of the strikes, in regard to the time limit, and our force will be at their jobs of getting the machinery and scows in shape immediately."

THE POSSIBILITIES OF PAIN.

The possibilities of pain are understood in the full by few. In the old days of the thumb-screw and the wheel, the study of anatomy was carried on to serve a devilish ingenuity in devising methods of torture more cruel and more slow. The story of the sufferings of those who underwent the ordeal of the torture seems incredible, yet every pain of these tortures has been duplicated by Nature. She can rack the body by rheumatic pains. On the overstrained chords of the nerves she can play discordant music. She can extend her torments through years of agony which the outlooker soon unbearable. Yet for Nature this must be said; she provides for the pain she produces, a certain cure. In some herb of the field, in some bitter bark of the tree, in some rare or common fruit, or in the combination of all of these, there is rescue from the grip of pain. The Indian, compelled to look for help to Nature, has found these healing ingredients which, combined in Kickapoo Indian Oil, give it the peculiar power over pain which makes it so remarkable. There is no pain can resist its power. It acts upon the racked nerves like a charm. It cures toothache, headache, earache, neuralgia, rheumatic, and all sudden and acute pains. It is just as effective for sore throat, chilblains, burns, bruises, sprains, strains, colic, cholera morbus, diarrhoea, dysentery, and cramps in the stomach or limbs. It is good for external or internal use, and can be used with equal effect for man or beast.

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ROYAL Baking Powder

Makes the bread more healthful. Safeguards the food against alum.

Alum baking powders are the greatest menaces to health of the present day.

THE ASYLUM SQUABBLE

The Rock Crusher Condemned Again.

(From Thursday's daily.)

The insane asylum rock-crusher controversy was given another airing by the Board of Health at yesterday's meeting, and though extreme measures were at first advocated, it was finally decided to try the influence of public opinion upon the Public Works Department.

President Sloggett called the attention of the other members of the Board to the situation, with the statement that the operation of the rock-crushing plant had been resumed, without any notice to the Board of Health.

"Mrs. Herbert, Walters and Aulster have all reported unfavorably upon the location of the rock crusher," said he, "and have stated that the incessant noise is detrimental to the health of the patients. I feel very strongly on the subject myself, and believe something should be done at once. The Public Works Department claims that this quarry has the best rock of any in the city, but there are oceans of stone owned by the government, which can be used. The expense of moving the crusher is trifling, some \$500, and nothing like the estimate made by the Public Works Department. The original cost of building was not near so much as it was claimed the cost for removal would be. Tenders were received from San Francisco architects under \$11,000, and refused on the ground that they were too high."

"The present location of the hospital is an excellent one; it is healthy and cool and the best site for the place. I do not concur in the belief that the city is growing so rapidly as to make its removal expedient. I feel strongly upon this matter, though it is not at all a personal feeling with me. As guardians of the insane, we should not allow this nuisance to continue, as it is detrimental to the health of the patients. I favor taking out an injunction if the operation of the crusher can be stopped in no other way."

Dr. Cooper was not in favor of such extreme action. He said: "We are the guardians of the insane, and it is our duty not to allow anything to be done that is deleterious to their health. As to me, however, I think that this is a matter which may easily be adjusted, and the Department of Public Works should appreciate the situation of the Board. I believe the matter can be settled amicably without recourse to injunction. We have \$50,000 to \$40,000, and might use it to move to higher ground and build the building the crusher should be located at this time," retorted Dr. Sloggett.

"The matter might be explained to the Department," suggested Dr. Cooper. "It has been explained," replied the chairman.

"What excuse is offered?" continued Dr. Cooper. "No excuse. They go right ahead and operate the crusher. Mr. Boyd expressed the opinion that he did not believe the crusher to be detrimental to the patients, and asked for statistics. The crusher has been started again, and as they have rock for but a few days, the blasting will probably be resumed soon. I do not believe that this is a question for statistics," remarked Mr. Mott-Smith, "but for expert medical opinion."

"I have talked with physicians, and they are unanimously against it," replied Dr. Sloggett.

"I would suggest," said Mr. Mott-Smith, "that resolutions be drawn up detailing the facts of the situation, and getting the opinion of leading medical experts, and thus bring the position of the Public Works Department before the public. I will move for the appointment of a committee to take up this matter."

President Sloggett selected for the committee K. A. Scott-Smith, Dr. Moore and Dr. Cooper. The committee held a meeting as soon as the board adjourned. Resolutions will be drawn up defining the position of the board, and the committee will call upon leading physicians, and will also visit Chief Clerk Wright of the Public Works, who is acting in Superintendent Boyd's absence, and request that the operation of the crusher be stopped until some definite arrangement can be made as to future action. A special meeting of the Board of Health will be held this afternoon, at which the committee will make report.

Alameda Nearly Ready.

The Oceanic Company's steamer Alameda, which has been completely overhauled and fitted with new boilers at the Risdon Iron Works, will be taken from the works to the sugar refinery today, preparatory to loading for Honolulu. On October 12th the Alameda will sail for the island port in place of the Mariposa, which is to be laid up for new boilers and an overhauling.—Chronicle Sept. 20.

The Sacramento Board of Health has bonded under which Captain Wallace has his liberty is good until next Monday, at which time the October session of court begins, but the bondsmen may deliver him up sooner, by application to the court for a release from their bond.

TO LOCATE THE FORTS

Army Board Will Be Sent Down Soon.

PURSUANT to a recommendation made by Inspector General Breckenridge after his recent visit here, orders have been prepared appointing a board of Army officers to proceed to these islands to locate the sites for fortifications, to defend the entrances to the harbor of Honolulu and to Pearl Harbor. Information which was received in the mail in the Sierra yesterday, indicates that Col. William H. Heuer, stationed in San Francisco, and in charge of the work of the engineer's department of the western coast, will be at the head of the party.

The matter of the location of the forts which must be constructed by the War Department for the adequate defense of the harbor, has been considered through the city on his way to Manila. Col. Heuer has been here in the matter of the opening of the channel into Pearl Harbor, and is thoroughly acquainted with all the conditions and the lay of the land, particularly at the openings to the harbors. There will be at least two others on the board. One of these will be the inspector who is sent down to look after the work of dredging out the entrance and the third will be an officer whose specialty is fortifications. While none of those who have information will discuss the other member of the Board, it is intimated that perhaps Maj. Black, formerly engineer commissioner of the District of Columbia and before that time in charge of the fortifications division of the engineer's office, will be chosen by Gen. Wilson for this important work.

The work of the board will consist of inspections of the land at the entrance to this harbor and that of the Pearl Harbors, and it will select the points at which the various batteries which are to defend the city and naval station are to be located. It has been the expression of every general officer that there will be chosen for the defensive works the modern system of placing high power guns close to the water's edge, instead of on heights back of the city. Gen. Breckenridge while here said that without doubt there would be a most complete system of such defenses placed, and that there would be no delay in the work, as any improvement of the naval station without defense provision, would be contrary to the custom of the department.

Should all the recommendations of the inspector general be followed in the orders for this Board, it will also have the duty of selecting the site for the permanent army barracks. These will depend so much upon the location of the forts, that there could be no opinion expressed by the officers here as to the reservations chosen for them. The tract near Moanalua is still held by the government, and its availability will be settled by the Board alone.

REAL ESTATE TRANSACTIONS.

October 2.—Kekia Amara et al. to Oahu Railway and Land Company, piece of land for railroad track (40 feet wide), Kawaihine, Waihala, Oahu. Consideration, \$175.

October 4.—Tos. Oahu College to G. B. McCallum, lot 1 (12,333 square feet), block 19, College Hills tract, Punahou, Honolulu, Oahu. Consideration, \$600.

Panama and wife to T. Aiu, R. P. 1864 (house lot), Kailua, North Kona, Hawaii. Consideration, \$1 and \$551.

T. Aiu and wife to Chan Chow, R. P. 1864 (house lot), Kailua, North Kona, Hawaii. Consideration, \$500.

T. Kat Poo and wife to Wing Wo Chan & Co., piece of land, Kaula, Hawaii, Oahu. Consideration, \$1.

M. G. Silva to Mrs. M. A. Evans, lots 51 and 52 (12,340 square feet), block 3, Punahou tract, Honolulu, Oahu. Consideration, \$500.

List of deeds filed for record October 8, 1901:

First Party. Second Party. Class.
K. Kapukini et al.—W. S. Hemm—Trust Deed
T. B. Bishop—W. G. Irwin et al.—D
W. G. Irwin and wife—T. B. Bishop—D
Nina Kane and L. Kahookano—Emile Macfarlane—D
Kauaihi—Cheng Yang Tim—D

October 4.—Ab. Fernandez and wife to Mrs. S. L. L. Kailua, lot 12, 13, 14 and 15 (43,000 square feet), Kailua, Honolulu, Oahu. Consideration, \$3,000.

J. W. K. Lelehi et al. to Ah Sang, apuna 20, R. P. 4267, Kul. 5771 (1.8 acres), Kaunamululu, North Kona, Hawaii. Consideration, \$50.

Ah Sang to W. Ah Choo, apuna 2, R. P. 4267, Kul. 5771 (1.8 acres), Kaunamululu, North Kona, Hawaii. Consideration, \$500.

October 5.—J. K. Panlani et al. to S. T. White, undivided interest in R. P. 1204, Kul. 9825 (2 acres, 2 roads and 21 perches), Panalani, Lahaina, Maui. Consideration, \$100.

W. P. McDougall et al. to J. da Costa Amorim, apuna 5 of Kul. 2716, apuna of Hienalohi 2, Kailua, North Kona, Hawaii. Consideration, \$2,200.

October 7.—R. L. K. Forsyth et al. to M. S. Medeiros, R. P. 788, Kul. 9021 (6.64 acres), Koonoulu, Kula, Maui. Consideration, \$325.

List of deeds filed for record October 9, 1901:

First Party. Second Party. Class.
W. C. Achi and wife—L. K. K. Achi—D
E. L. Hutchinson—Olaa—Sugar Company—D
Haw'n Land and Imp. Co.—B. F. Dillingham et al.—D

Booker T. Washington was in conference at the White House with President Roosevelt, presumably on southern politics.

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It is reported that the steamer Roma, recently purchased by James Jerome of this city, and to be brought out from the Eastern coast by Captain Storrs, will ply between this coast and Honolulu in the oil trade, says the Chronicle of October 3. Arrangements have been in progress for some time by the Standard Oil Company to introduce oil in the islands as fuel. The Roma was of the vessels swept ashore at Galveston by the great hurricane last year, and was only recently floated again.

A dispatch from Seattle says the richest and largest body of pay gravel ever discovered in the history of the world, lies at the head of Grouse Creek, the left fork of the Dexter river, in the Klondike.

The condition of Miss Helen Long, daughter of the Secretary of the Navy, who is suffering from lung trouble, continues serious.